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American Railroad Journal.

New York, Saturday, July 2, 1864.

East Indian Railway.

The railway improvements in India have been designed, and are carried on in a gigantic scale, and with the utmost energy and success. One of of the most important of the lines is that from Calcutta to Ghazzeeabad, including branches, about 1,101 miles in length. From this last named point to Delhi, a celebrated and populous city on the River Jumna, a distance of twelve miles has been in abeyance, but the Government of India has recently recommended that the junction with the Punjaub Railway should be made at Ghazzeeabad, that this company's station should be at Delhi, and the bridge over the Jumna should be a railway bridge.

The line, however, from Calcutta to Delhi is open for traffic, with the exception of the bridge over the Jumna at Allahabad, a distance of 1,020 miles, while the remaining distance was to have been finished in the month of April last.

Great credit is taken for the design and execution of this railway. There is not any work to surpass with it in England or on the continent, and it compares favorably with the Grand Trunk of Canada, and is said to excel it in construction and material. It is designed to unite with two great lines coming from the western shores of Hindostan from Bombay and the Punjaub north, and connected with the River Indus. So that there will be a linked system of railways across the great Peninsula, making a connection with the Indian Ocean and the Bay of Bengal, and of course saving several thousand miles distance for traffic of a certain description, and all passengers between the two coasts, which otherwise would, as between Bombay and Calcutta have to double Cape Comorin.

Notwithstanding the difficulties, such as climate, the habits and manners of the native population, the distance which the rails, engines and machinery generally have had to be transported, the engineers well supported by the shareholders and the Government of India, have pushed their efforts to a successful issue, and we believe as a system, the East Indian Railways are grander than any others on the globe, and will not be surpassed by any until the Union Pacific unites the Atlantic and Pacific Oceans.

The annual meeting of the company was held a few weeks since in London, and from the report we gather the following information:

On the Bengal division the number of passengers conveyed on 608¾ miles during the past half year was 1,333,444, showing an increase of 300,863 passengers as compared with the corresponding half of the preceding year on 396 miles open. The tonnage of goods and minerals for the half year ended 31st December last has been 239,834 tons against 179,377 tons in the corresponding half of 1862. The gross traffic receipts for the half year ended 31st December last have been £345,753, against £200,651 in the corresponding half of 1862. The gross recipts for the year 1863 have been £737,485 against £419,424 for the year 1862, showing an increase of $318,161. The net traffic receipts since the opening of the line have been as follows:—From 15th August, 1854, to 31st December, 1861, £687,826; for the year 1862, £199,227; and for the year 1863, £327,038; together, £1,214,091. The gross receipts on the 606½ miles opened in 1863 amount to £23 7s. per mile per week. The number of passengers conveyed on the northwest provinces division (328¼ miles) has been 260,331, showing an increase of 71,084 passengers compared with the corresponding half of 1862, when 279¾ miles were open. The gross traffic receipts for the half year ending the 31st December have been £127,939 against £83,537 for the corresponding half of 1862. The total gross receipts for the year 1863 have been £252,471, against £163,977 in 1862, showing an increase of £88,494. The net traffic receipts since the opening of the line for public traffic have been as follows:—From March 3, 1859, to December 31, 1861, £165,194; for the year 1862, to £70,179; and for the year 1863, £112,926—together, 348,299. The gross receipts for 1862 on 643 miles were £583,401, or about £17 9s; per mile per week; the net receipts being £269,406, £8 1s. 2d. per mile per week. The gross receipts in 1863 on 927¼ miles were £990,056, or about £20 10s. 8d. per mile per week; the net receipts being £439,964, or about £9 2s. 6d. per mile per week, and the receipts are still increasing. Powers will be taken in the company's bill now before Parliament to raise an additional capital of £7,000,000. The new audit department in India is working most satisfactorily, and for the first time since the opening of the line, the half year's revenue account has been finally audited, approved, and passed by the consulting engineer to the Government. The capital account in India to 31st of October, and in England to 31st December, 1863, showed an expenditure of £20,590,136, leaving a balance unexpended of £854,457.

The expenses of the traffic were large; it arose in some respects from carrying a very large amount of traffic over a single line. There was another reason, in the large amount they paid for wages to Europeans. Every engine driver must be a European. The wages they gave were £18 a month, which was double the amount paid in Europe. When they considered that less work was done for the money, the cost of sending men out to India, and other matters, the average cost of European labor in India was as five to one in England. In the revenue account of the Bengal division they would perceive that £86,000 had been expended on the locomotive department, which was 25 per cent. of the working expenses. Of that amount £38,000 was for wages of engine drivers and cleaners. The expenditures had engaged the serious consideration of the board, and they had called the attention of their officers to the subject. Again, in the revenue account of the railway in the Northwest Provinces, there was a heavy charge for fuel—£41,000, or about 33 per cent. of the total expenses. Of that sum £24,000 was the cost of coal, coke, and wood. This

included a charge for loss of weight in wood-fuel, which belonged to the previous half year.

In view of the company's future operations, and both to diminish the cost of fuel as well as increase the traffic, it is proposed to open a conl nection with the main line and the principal coa-deposits, and this plan is expected to be carried out as soon as the Government makes its choice between the routes surveyed. We gather some other interesting information from the report in the following extract:

They had not yet disposed of their large flotilla, as it was not easy to find purchasers. If out of the £584,000 expended on those vessels and their machinery they should be able to place a comparatively small sum to the credit of capital, the rest would be amply covered by the advantage already gained of being enabled to complete the line so much sooner by the aid of the flotilla than they possibly could without it. The establishment of the audit department in India had realised all their anticipations as to the satisfactory audit of the accounts. Nothing was expended without the sanction of the Government officer, and the interests of the shareholders were protected. He believed the statement of the accounts was a fair and faithful record of what was done in India. There was also an audit committee, consisting of members of the board, to examine everything. They had a bill now before Parliament which would be submitted to the proprietors for their approval at the proper time, in compliance with the standing orders of the House of Lords. They sought power in it to alter the times for holding the annual and half yearly meetings, holding them a month or two later to give time for the preparation of the accounts. They proposed to establish a savings bank for their army of servants in India, which he had no doubt would be of great advantage to them. They also proposed to ask for powers to raise £7,000,000 of additional capital, which with the £20,000,000 already authorized, and £3,000,000 borrowing power, would make an even sum of 30,000,000. The cost of the line and works from various circumstances had been much greater than was originally anticipated. The price of materials and labor had since they commenced greatly increased in amount. Had Government permitted the terminal station at Howrah two or three years ago to be enlarged to accommodate the immense traffic in the manner proposed by the directors, a considerable saving in the cost would have been effected; and this was also the case with regard to the delay of other necessary works. The traffic on the line had reached £34 per mile per week, and the directors were now anxious to provide ample station accommodation and working stock to earn £40 per mile per week. This rendered a large portion of the proposed additional capital necessary. The effects of the great changes in the economy of India had been to enlarge its resources.

The Canadian Confederation.

The proposed confederation of the British North American Provinces contemplates giving to each Province a separate Legislature, for the management of purely local matters—a federal legislative body being created for regulating the more general business of the country, such as the tariff, the canals, the common public debt (about $75,000,000) already created, the inland post-office, the ocean mail service, and the volunteer system already established. This proposed confederation it is intended, with the assent of the communities concerned, to extend so as to include the maritime colonies of New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland, all of which have already taken an initiatory step toward creating a federative union among themselves.

☞ The resolution of the Common Council of the city of Buffalo, passed August 7, 1863, authorizing the Mayor and Comptroller to borrow $75,000, for the purpose of procuring commutation, or substitutes for drafted men, etc., has been confirmed by the legislature. All bonds issued or liabilities incurred under color of said authority, to the extent and amount, mentioned are declared legal and binding claims against the city, and may be enforced and collected in the same manner and with like effect as they might have been, had the Council had full authority in the premises to issue them at the time they were issued.

Cincinnati, Hamilton and Dayton R. R.

The income and expenses of this Company for the years ending March 31, 1863 and 1864 were as follows:

Income:	1863.	1864.
From passengers	$348,893 39	$457,162 85
" freight	446,633 03	526,758 46
" mails & express	47,167 21	56,115 94
" rent of track, etc.	25,078 57	28,923 07
" " real estate	2,208 09	3,645 52
" interest, etc	7,323 57	10,722 63
	$877,403 86	$1,083,328 47
Expenses:		
Repairs of road	$64,413 37	$71,649 50
" bridges	6,100 34	6,305 80
" build'gs, etc.	11,430 77	18,509 72
Passenger expenses	93,217 22	144,287 15
Freight "	143,278 93	199,139 14
Other trains "	3,069 08	11,429 21
Station "	12,178 52	12,620 05
Office "	13,285 84	15,566 11
Shop "	10,506 51	17,721 33
Watching bridges	4,562 45	6,100 40
Rent of D., X. & B.R.R.	10,725 00	10,725 00
Paid on account of collision, Jan. 6, 1864	.....	17,432 18
Miscellaneous	18,168 78	22,581 53
	$890,936 81	$554,507 12
Balance of earnings	$486,467 05	$528,821 35

From which deduct—

Interest on bonds	$93,380 00	
State taxes	16,212 80	
Internal revenue tax on passengers	13,871 37	
Do., as manufacturers	615 00	
Insurance	2,430 82	
		126,509 99
Net income for the year		$402,311 36
Dividends Oct. 1863, and April, 1864, 5 per ct. each and government tax		239,963 91
Leaving a surplus for the year of		$162,347 45
The amount credited to surplus March 31, 1863 was	$243,723 75	
Which has been reduced by charging up amount paid for endorsements, depot burned, etc	21,553 72	
		222,170 03
Making to credit of this account March 31, 1864		$384,517 48

Compared with the previous year the gross income has increased $205,924 61; with an increase in operation expenses of $163,560 31. The entire expenditure, including interest, taxes, etc., was $681,017 11, against $496,590 33 in 1862-'63; and the net income $402,311 36, against $370,813 43—an increase of $31,497 93. The gross earnings of the road per mile were $18,055 48. The number of passengers carried during the year, 527,451—an increase over the previous year of 86,201.

The gross earnings for the twelve years ending March 31, 1864, have been as follows:

1853	$321,793 18	1859	$489,437 92
1854	463,021 45	1860	561,681 52
1855	483,629 48	1861	615,071 07
1856	471,885 70	1862	646,205 57
1857	518,333 95	1863	877,403 86
1858	487,421 27	1864	1,083,328 47

The earnings of the Dayton and Michigan Railroad, now operated under lease by this company, for the 11 months ending March 31, 1864, were $709,239 18; and the expenses, including mileage of cars, $381,297 39—leaving a balance of $329,941 79. Of this sum, $141,180 96 has been applied to the payment of interest and taxes; and $172,955 23 paid for construction and new equipment—leaving an unexpended balance to credit of lessors account of $13,805 60. The earnings for the past eleven months show an increase over those of the preceding eleven months of $81,884 79. The earnings for the past four years ending March 31, 1864, compare as follows:

1861	$375,002 59	1863	$663,705 55
1862	400,168 37	1864	769,202 78

The lease of the Dayton and Michigan Railroad, it is believed, will prove of great value to our Company. The development of business on the line of the Dayton and Michigan Railroad—the large lumber, grain and other traffic of Toledo, together with that passing through Toledo from the north and northwest, to and from Cincinnati—must not only make the Dayton and Michigan Road a good investment, but add largely to the business and profit of the Cincinnati, Hamilton and Dayton Road. The original understanding with the Little Miami and Columbus and Xenia Companies was, that they were to participate in the lease; but for reasons of sufficient weight with those Companies, they have declined such participation, and agreed that this Company shall take the lease on its own account. This is satisfactory to all parties.

To provide for the rapidly increasing business at Toledo, the Dayton and Michigan Company has, during the past year, purchased 864 feet of land fronting on the Bayou. This, with that heretofore purchased, will give ample room for the business of the Road at Toledo. The Freight Depot, and docking, will have to be extended to enable the Company to do the business offering. The purchase of the ground amounts to about one hundred thousand dollars, for which Thirty Year Bonds, bearing seven per centum interest, secured by a mortgage on the land, will be issued.

The contract for a division of business and earnings, between this Company and the Little Miami and Columbus and Xenia Companies, has been in operation four years. Both parties are still satisfied with the contract, and believe it to be highly beneficial to the Stockholders of the respective Companies, and not prejudicial to the public.

The continuation of our double track, as far as Hamilton, cannot be much longer delayed. The largely increasing business, received at Hamilton from the Roads connecting with ours at that place, together with that to be done in connection with the Atlantic and Great Western Railway, and the regular growth of local traffic, demand this extension of track facilities.

Since the last Annual Meeting a contract has been made with the Atlantic and Great Western Railway Company, by which our Company agrees to provide an additional track, of the six feet gauge, to accommodate the business to be done in connection with that Road, and its connections. In the meantime, and until the necessities of business requires, the facilities of another track are furnished by laying two additional rails on our present cross ties, thus forming two separate tracks to Dayton. This improvement will involve a large outlay, amounting probably to $900,000. It is believed the additional business to be done

by our Road, in connection with the Atlantic and Great Western Railway, will make the expenditure remunerative. This contract has been made, with the concurrence of the Little Miami and Columbus and Xenia Companies, and, during the continuance of our present relations with those Companies, under the agreement of April 2, 1860, they will pay interest on two-thirds of the expenditure.

To obtain the funds necessary for this improvement, the Stockholders of this Company, at a meeting, held October 7, 1863, voted that $344,200, of additional Stock be issued at par, thereby increasing the present capital to $2,500,000. They also voted that $300,000 in Second Mortgage Bonds, those remaining in the hands of the Company, be disposed of at par. Both the Stock and Bonds were worth a premium in the market, but were disposed of exclusively to the Stockholders, at par, pro rata. The remaining sum necessary to complete the Road, it is believed, can be paid out of the assets and current earnings of the Company, without interfering with regular dividends to Stockholders.

The work of laying down the rails, substituting some fifty thousand cross ties, widening bridges, etc., for the broad gauge, will be completed in the next two months. It has been done under circumstances the most difficult—the large number of passenger and freight trains requisite for the business of the Road, have been kept at work at the same time that our track and bridges were undergoing the necessary alterations and repairs for the broad gauge cars. Credit is due to our General Superintendent for the energy, ability and untiring industry with which he has prosecuted the work, and at the same time carried forward the general business of the Road. It is expected the broad gauge will be finished to Cincinnati, and the line from our city to New York opened for business in July next.

The completion of the Atlantic and Great Western Railway will furnish us a direct all rail route to New York, such as we have not before had; and will doubtless command for us a large share of both passenger and freight traffic between the East and the West. It will also furnish us a better rail route to Pittsburg and Philadelphia, by way of Mansfield, and the Pittsburg, Fort Wayne and Chicago Railroad, over which we may expect an increase of business.

Another source of benefit to be derived from the building of the Atlantic and Great Western Railway, will be the completion of their branch from a point near Salamanca into Buffalo, thus furnishing us a desirable all rail route to a point the importance of which can scarcely be over estimated. In connection with this, is a bridge in course of construction across the Niagara River at Black Rock, near Buffalo, for the purpose of connecting the Atlantic and Great Western Branch Road with one leading to Niagara Falls, and connecting with the Canada Roads.

To meet this prospective increase of business, arising from the Dayton and Michigan and Atlantic and Great Western Railways, and their connections, it has become necessary for our Company, at Cincinnati, to provide much more extended depot facilities and side track room. With a view to this, we have purchased additional ground, and are building an additional Freight Depot, as well as a Passenger Depot, which will favorably compare with other like buildings of the country.

In the early days of the Cincinnati, Hamilton and Dayton Railroad Company, it was supposed we had provided more land in Cincinnati, than would be required for Railroad purposes, and the expectation was that we should have some to dispose of for profit. Like many other Railroad Companies, we have been mistaken in this particular, and now find that instead of selling, we must purchase more.

The business between the Ohio and Mississippi and the Atlantic and Great Western Railways, they being of uniform broad gauge, it is expected will be large. As all this must pass over our Road, we are uniting with the Ohio and Mississippi Company in providing the requisite facilities for the purpose. It is understood the passenger trains of the Ohio and Mississippi Company will be run into our Depot, and that the Ohio and Mississippi Company will provide for an extensive transfer house for freight, on their valuable ground below the city, where our tracks first unite.

BALANCE SHEET MARCH 31, 1864.

Construction	$2,648,296 38
Equipment	499,086 19
Real Estate	303,859 98
Wood and material for repairs	86,303 92
Dayton and Western R. R. bonds	26,000 00
Dayton and Michigan railroad bonds	64,000 00
" " " " stock	10,000 00
Cin., Ham. and Dayton railroad stock	12,647 26
Middletown Bridge stock	500 00
Bills receivable	112,848 33
Due from P. O. department	8,306 34
" United States	15,799 48
" State of Ohio	9,058 53
" Railroad Companies	75,531 80
" Individuals	30,608 47
Wood and materials for repairs on Dayton and Michigan Railroad	81,662 64
Cash and cash assets	253,343 33
New smithshop	16,358 02
Wood lands	17,659 32
Certificates of indebtedness	25,000 00
Construction of At. & Gt. W. R. W.	657,762 08
Passenger depot Cincinnati	38,058 14
New Freight house	3,574 80
	$4,996,265 01
Capital Stock	$2,499,500 00
1st mortgage bonds, 1867	384,000 00
2nd " " 1880	1,246,000 00
Surplus earnings	384,517 48
Interest on bonds	19,518 63
Dividend No. 18, payable April 1	128,840 20
Dividends unpaid	2,044 50
Due railroad companies	180,466 66
Due individuals	72,389 33
Pay rolls, March C., H. & D., & D. & M.	60,682 61
Stock scrip convertible into stock	500 00
Bond scrip convertible into bonds	4,000 00
Dayton and Michigan R. R. Lessors	13,805 60
	$4,996,265 01

President.—S. S. L'HOMMEDIEU.

Vice President.—JOHN W. ELLIS.

Directors.—Geo. H. Hill, John W. Hartwell, Samuel L'Hommedieu, Wm. Becket, John Young, George T. Stedman, Joseph P. Varnum.

Secretary & Treasurer.—FREDERICK H. SHORT.

Superintendent.—DANIEL MCLAREN.

Taunton Branch R. R.

The annual meeting of this company was held in Boston on the 27th ult., Wm. A. Crocker, Esq. President in the chair. The Treasurer, Edward Pickering, Esq,, presented his annual statement, which was accepted. This statement shows the following condition of the financial affairs of the corporation for the year ending May 31, 1864: Total property of the corporation, $301,440 81; total earnings, $99,712 85; total expenses, $65,246 57; net earnings, $34,466 28; dividends, $20,000; earned per share, $13 78; divided per share, $8. The equipment of the road consists of 3 locomotives, 6 passenger cars, 5 baggage cars and 74 freight cars, appraised at a total value of $54,945. A new locomotive has been contracted for at the price of $17,510, and is in process of construction. The report of the Committee on Accounts was presented and accepted.

During the last session of the Legislature an act was passed, notwithstanding the strenuous opposition of the corporation, authorizing the Dighton and Somerset Railroad Company to construct a railroad from either Braintree or Randolph, through Taunton to Somerset. It being found of no avail to oppose the passage of the act, the corporation procured the insertion of a section therein, by which they are empowered to construct a curve from their railroad to the Dighton and Somerset Railroad, and to enter upon and use that railroad, and also to increase their capital stock by the sum of $100,000. It was voted to accept the additional act. The following gentlemen were unanimously elected directors for the ensuing year: William A. Crocker, Nathaniel H. Emmons, E. Baylies, Thomas B. Wales, James M. Beebe.

Tennessee Railroad Bonds.

Statement of the amount of bonds authorized and issued by the State to aid in the construction of railroads in Tennessee:

Railroads.	Authorized.	Issued.
Memphis and Charleston	$1,100,000	$1,100,000
Mississippi and Tennessee	98,000	98,000
Mississippi Central & Ten.	618,000	574,000
Nashville and Chattanooga	1,650,000	1,650,000
East Tennessee & Georgia	1,312,000	1,312,000
East Tennessee & Virginia	1,802,000	1,802,000
Winchester and Alabama	467,000	413,000
McMinnville & Manchester	372,000	373,000
Louisville and Nashville	550,000	540,000
Tennessee and Alabama	860,000	860,000
Memphis and Ohio	1,506,000	1,427,000
Memphis, Clarkesville and Louisville	718,000	370,000
Memphis and Ohio	1,289,000	774,000
Edgefield and Kentucky	700,000	622,000
Central Southern	522,000	325,000
Nashville & Northwestern	1,875,000	350,000
Rogersville and Jefferson	240,000	123,000
Memphis and Little Rock (Ark.)	350,000	.....
Southwestern	800,000	.....
Knoxville and Charleston	850,000	.....
Knoxville and Kentucky	730,000	.....
Cin. Cumberland Gap and Charleston	1,140,000	.....
Total	$19,549,000	$12,712,000

The Tea Trade.--Increase of American Commerce.

Hankow, one of the largest and most important of the three ports on the Yang-tze Kiang, open to foreign trade by treaty, is rising into great importance as a mart for the collection and export of tea. It is distant from Shanghai by the course of the river about six hundred miles, and is situated on a delta formed at the junction of the River Han, with that before mentioned. It is a busy populous place. Since 1861 foreigners have begun to reside there to engage in commerce. Its exports of teas in 1863, (all black,) were 36,386,389 lbs. Vessels of six hundred tons sail up to Hankow and load directly for foreign ports.

In four months of that year four sailing vessels and one steamer cleared direct for London with 39,121 packages, or 3,623,873 lbs. A resident correspondent who writes to the *Boston Journal*, informs us that the establishment of a custom house, in accordance with the treaty, dates from the first of January, 1863, and from this source is obtained the following exhibit of the actual trade of Hankow during the year ended Dec. 31, 1863 The total value of merchandise imported during the year is 9,926,317 taels, equal to about $18,250,000.

The total value of merchandise exported is 12,844,070 taels equal to about $17,125,000. The otal value of goods re-exported 197,220 taels

equal to 263,000. The total amount of duties collected, 1,314,002 taels, equal to $1,750,000. Of this amount 806,807 taels equal to $1,074,240, collected on exports, imports, and tonnage dues by American vessels; 501,760 taels, equal to $668,513, do. do. British vessels; 5,435 taels, equal to $7,247, do. do. French vessels.

The clearances during the year were as follows, viz:

During the half year ending June 30, 1863.			During the half year ending Dec. 31, 1863.		
	Vessels.	Tons.		Vessels.	Tons.
American	178	56,287	American	281	91,345
British	134	29,811	British	74	23,882
French	45	2,289	French	9	571

Total: American vessels 404, 147,682 tons; British vessels 208, 53,693 tons; French vessels 54, 2,860 tons.

Grand total: 666 vessels, 204,185 tons.

In addition to the above, sixty rafts of timber, valued from $500 to $12,000 each were cleared.

The above figures thus show for American shipping an increase during the last half of the year 1863, of more than 80 per cent. as compared with the *aggregate* tonnage of British and French vessels; and six new steamers are now building, or are on the way out from America, which will add at least five thousand tons to American shipping during the year 1864.

We are pleased to note the fact that at least in one direction in spite of the war, American commerce is on the increase.

Railroads of the State of New York.

Report of the State Engineer.

The following is an Abstract of the Reports of the Railroad Corporations of the State of New York, for the year ending September 30, 1863:

Table A.—*Stock and Debts.*

Amount of capital stock per charter and acts of the Legislature	$106,503,400 00
Amount of capital stock subscribed for	89,645,234 66
Amount of capital stock paid in, per last report	85,765,091 91
Amount of capital stock now paid in	87,586,986 45
Amount of funded debt, as by last report	69,201,011 90
Amount now of funded debt	70,336,348 54
Amount of floating debt, as by last report	1,986,369 63
Amount now of floating debt	886,662 74
Total amount now of funded and floating debt	71,223,011 28

Table B.—*Cost of Construction and Equipment.*

For graduation and masonry	$37,474,722 93
For bridges	2,219,128 90
For superstructure, including iron	29,933,037 59
For passenger and freight stations, buildings and fixtures	5,763,330 91
For engine and car houses, machine shops, machinery and fixtures	1,930,043 32
For land, land damages and fences	9,044,970 44
For locomotives and fixtures, and snow plows	5,602,507 86
For passenger and baggage cars	2,848,879 41
For freight and other cars	4,401,080 42
For engineering and agencies	5,582,508 50
Total cost of construction and equipment	$148,040,643 75
Total cost of same, excluding city roads	136,850,299 15

Table C.—*Characteristics.*

Length of roads in miles	3,240.16
Length of roads laid	2,698.46
Length of roads in operation, excluding city roads	2,580.67
Length of double track, including sidings	1,193.42
Length of branches laid	506.09
Length of double track on same	24.18
Length of equivalent single track, exclusive of city roads	4,204.27
Number of engine houses and shops	196
Number of engines	799
Number of first class passenger cars	1,323
Number of first class passenger cars, excluding city roads	721
Number of second class and emigrant cars	234
Number of second class cars, excluding city roads	177
Number of baggage, mail and express cars	245
Number of freight cars	11,115

Table D.—*Business of the Year.*

Passenger Transportation:	
Miles run by passenger trains	21,138,173
The same, excluding city roads	6,320,163
Number of passengers, all classes, carried in cars	68,489,444
The same, excluding city roads	10,765,631
Number of miles traveled by passengers, or number of passengers carried one mile, city roads not included	442,948,605
Freight Transportation:	
Miles run by freight trains	10,291,398
Number of tons carried in freight trains	7,197,804
Total movement of freight, or number of tons carried one mile	994,039,502
Classification of Freight:	Tons.
Products of the forest	462,105
Products of animals	1,598,112
Vegetable food	1,311,515
Other agricultural products	400,785
Manufactures	921,808
Merchandise	1,153,586
Other articles	1,349,893
Total tonnage	7,197,804
Excluding City Roads:	Miles.
Average rate of speed of ordinary passenger trains, including stops	20.90
Average rate of same, when in motion	25.09
Average rate of speed of express passenger trains, including stops	26.88
Average rate of same, when in motion	30.94
Average rate of speed of freight trains, including stops	11.21
Average rate of same, when in motion	14.48
Average weight, in tons, of passenger trains, exclusive of passengers and baggage	71.24
Average weight, in tons, of freight trains, exclusive of freight	144.70

Table E.—*Cost of Maintenance of Roadway.*

Allotted to Passenger Transportation:	
Repairs of road-bed and way, exclusive of iron	$1,117,610 43
Cost of iron for repairs	580,459 45
Repairs of buildings	220,133 40
Repairs of fences and gates	31,556 61
Taxes on real estate	155,526 36
	$2,105,286 25
Allotted to Freight Transportation:	
Repairs of road-bed and way, exclusive of iron	$1,823,465 42
Cost of iron for repairs	977,389 01
Repairs of buildings	387,192 55
Repairs of fences and gates	49,983 61
Taxes on real estate	260,696 79
	$3,498,727 38
Allotted to passenger transportation	$2,105,286 25
Allotted to freight transportation	3,498,727 38
Other costs not allotted	564,261 15
Total cost of maintenance of roadway	$6,168,274 78
Total cost, excluding city roads	6,066,871 18

Table F.—*Cost of Repairs of Machinery.*

Allotted to Passenger Transportation:	
Repairs of engines	$608,957 69
Repairs of cars	764,267 29
Repairs of tools, &c	76,482 25
Incidental expenses, oil, fuel, &c	57,323 79
	$1,507,031 02
Allotted to Freight Transportation:	
Repairs of engines	$1,099,471 40
Repairs of cars	2,106,212 39
Repairs of tools, &c	120,224 45
Incidental expenses, oil, fuel, &c	96,484 39
	$3,422,392 63
Allotted to passenger transportat'n	$1,507,031 02
Allotted to freight transportation	3,422,392 63
Other costs not allotted	89,698 36
Total cost repairs of machinery	$5,019,122 01
Total cost, excluding city roads	$4,958,318 13

Table G.—*Cost of Operating the Roads.*

Allotted to Passenger Transportation:	
Office expenses, stationery, &c	$66,921 45
Agents and clerks	393,585 07
Labor, loading & unloading freight	20,698 62
Attendance of porters, watchmen and switchmen	191,214 61
Wood and water station attendance	46,929 63
Conductors, baggagemen and brakemen	297,720 36
Enginemen and firemen	260,084 26
Fuel, and cost of labor in preparing for use	873,298 12
Oil and waste for engines & tenders	113,433 41
Oil and waste for cars	17,525 57
Loss & damage of goods & baggage	14,823 75
Damages for injuries to persons	21,063 96
Damages for property and for cattle killed	10,395 05
General Superintendence	75,904 98
Contingencies	394,866 10
	$2,798,464 94
Allotted to Freight Transportation:	
Office expenses, stationery, &c	$82,081 29
Agents and clerks	603,949 03
Labor, loading & unloading freight	1,076,653 59
Attendance of porters, watchmen and switchmen	311,095 24
Wood and water station attendance	74,482 62
Conductors, baggagemen and brakemen	489,084 60
Enginemen and firemen	586,207 51
Fuel, and cost of labor in preparing for use	1,342,339 42
Oil and waste for engines & tenders	217,752 73
Oil and waste for cars	48,290 05
Loss & damage of goods & baggage	70,976 51
Damages for injuries to persons	12,176 97
Damages for property and for cattle killed	16,688 99
General superintendence	116,416 13
Contingencies	398,884 19
	$5,447,078 87
Allotted to passenger transportation	$2,798,464 94
Allotted to freight transportation	5,447,078 87
Other costs not allotted	1,825,225 35
Total cost of operating roads	$10,070,769 16
Total cost, excluding city roads	$8,339,009 21

Table H.—*Earnings and Payments.*

Earnings:	
From passenger business	$12,617,090 92
The same, excluding city roads	9,958,718 84
From freight business, city roads excluded	22,511,698 06
From other sources	1,284,166 56
The same, excluding city roads	1,246,958 62
Total earnings	$36,412,955 54
The same, excluding city roads	$33,704,142 10

Payments other than for construction:

For transportation expenses	$22,897,463 47
The same, excluding city roads	20,337,430 19
For interest	4,878,539 32
The same, excluding city roads	4,762,503 99
For dividends on stock	4,608,357 13
The same, excluding city roads	4,178,443 90
Amount carried to surplus fund	1,151,666 66
The same, excluding city roads	1,072,846 05
Total payments	$33,036,026 58
The same, excluding city roads	$30,351,224 13

TABLE I.—*Accidents.*

Number of passengers killed	25
Number of passengers killed, excluding city roads	14
Number of passengers injured	70
Number of passengers injured, excluding city roads	36
Number of employees killed	66
Number of employees injured	25
Number of others killed	117
Number of others injured	44
Total number killed	208
Total number injured	139
Total number killed, excluding city roads	182
Total number injured, excluding city roads	91

Deductions from the foregoing Results.

If we exclude the city roads, we have as follows;

Average cost per mile of road and equipment	$53,028 98
Average cost of road and equipment per mile of single track	32,550 31
Average number of miles traveled by each passenger	41.15
Average number of passengers in each train	70.08
Average number of miles each ton of freight was transported	138.10
Average number of tons in each freight train	96.59
Aggregate movement of passenger trains is equivalent to passing over the road	2,449 times.
Aggregate movement of freight trains is equivalent to passing over the road	3,988 times.
Average number of trains passing daily over the road, about	17½
Average cost per mile of road, for maintaining roadway	2,350 89
Average cost per mile of road, for repairs of machinery	1,921 33
Average cost per mile of road, for operating road	3,231 33
Average cost per mile of single track for maintaining roadway	1,443 03
Average cost per mile of single track for repairs of machinery	1,179 35
Average cost per mile of single track for operating road	1,983 46
Average sum received for carrying one passenger one mile	2.25 cents.
Average sum received for transporting one ton of freight one mile	2.26 cents.
Average number of miles of travel for each passenger killed	31,639,186
Average number of miles of travel for each passenger either killed or injured	8,858,972
Average number of passengers carried for each one killed	768,974
Average amount of dead weight moved for each passenger carried.	1.01 tons.
Average amount of dead weight moved for each ton of freight transported	1.50 tons.

Average expense is 60.32 per cent. of all the earnings.

COST OF TRANSPORTATION, AND EXPENSES ON GROSS EARNINGS.

Deductions from the reports of several of the principal companies, showing, 1st. Average sum received per ton per mile on freight. 2d. Average cost per ton per mile transporting freight, 3d. Per centage of transportation expenses to gross earnings.

Name of Road.	Average per ton per mile. Received for transporting. Cents.	Cost of transporting. Cents.	Per cent. of transportation expenses on gross earnings.
Buf. N. Y. and Erie	1.95	1.31	71.28
Buf. and State Line	2.78	1.40	62.43
Erie Railway	2.09	0.95	61.51
Hudson River	2.74	1.33	48.81
New York Central	2.38	1.55	62.79
N. Y. and Harlem	3.88	3.27	60.72
N. Y. and New Haven	4.31	3.07	57.88
Northern	2.29	1.28	73.17
Oswego and Syracuse	3.61	1.89	48.96
Rensselaer & Saratoga	5.25	3.52	65.00
Rome, Wat. and Og	2.92	2.14	52.37
Sara. and Whitehall	2.83	1.80	62.52
Syra. Bing. and N. Y.	1.37	0.55	42.89

Portland, Saco and Portsmouth Railroad.

The receipts and expenditures of this road for the fiscal years ending May 31, 1863 and 1864, have been as follows:

Receipts:	1863.	1864.
From passengers	$195,146 13	$240,439 82
" freight	74,582 86	95,493 91
" expresses	3,712 91	4,041 80
" mails	7,837 44	7,837 44
" sundries	1,917 45	3,039 82
	$283,196 79	$350,852 79
Expenditures, viz:		
Maintenance of way	$26,931 59	$46,233 16
Locomotive power	31,342 23	40,914 42
Train expenses	15,093 68	20,164 63
Office establishment	16,490 82	11,555 19
Station expenses	11,661 65	22,615 02
Taxes, insurance, etc	.....	9,282 40
Machine shop	1,401 01	1,966 58
Credit renewal account	10,000 00	10,000 00
	$112,920 98	$162,731 40
Net earnings	$170,265 81	$188,121 39
Dividends, six per cent. and U. S. tax.		92,783 50
Surplus earnings		$95,337 89
Surplus per last report	$71,784 88	
Deduct for over-estimate	1,243 24	
		70,541 64
Total		$165,879 53
From which deduct—		
Balance of cost Saco River bridge	$3,836 02	
Paid Boston and Maine and Eastern R. R. Co.'s	65,000 00	
Profit and loss	942 31	
		69,778 33
Surplus May 31, 1864		$96,101 20

The road and equipment has been kept in thorough repair, and has been operated without any delay, or accident to the very large number of passengers carried over the road. The number of passengers, and amount of freight transported has exceeded that of any former year. There have been laid down during the year about 130 tons of new rails, and 15,000 sleepers, with the improved fish-joint and chair. The company have now on hand about 90 tons of rails and 1,000 sleepers. At least 100 tons of iron and 7,000 sleepers will be required the coming year in addition to what is now on hand. One new passenger engine will also be required this season. A large outlay will also be necessary the present year to provide for the increased business at Portland station. The road and its bridges, as a whole, are in most excellent order, and with the exception of the Portland station and grounds, will require no extensive outlay beyond the ordinary repairs.

The equipment of the road consists of 10 locomotives; 2 passenger, 2 baggage, 51 platform, 55 box, 2 stone and 10 hand cars. Miles run by engines, 154,991. Passengers carried, 299,309.

TRIAL BALANCE, MAY 1, 1864.

Kennebec and Portland Railroad	$100,000 00
Railway	1,360,183 97
Wharf at Portland	10,930 04
Property	3,417 80
Portsmouth Bridge	32,000 00
Great Falls and Conway Railroad	2,835 86
Improvements	15,500 00
Cash	67,399 32
Suspense	3,750 00
Stock for use of road	22,994 77
Postmaster general	901 48
Freight clerk	8,880 01
United States	599 85
Income due	16,942 05
Grand Trunk Railway	843 34
Sundry accounts	2,685 45
	$1,649,413 94
Capital stock	$1,500,000 00
Eastern Railroad	44,875 26
Boston and Maine Railroad	44,875 25
Dividend June, 1864	38,660 00
Dividends unpaid	8,439 54
Renewal account	12,563 89
	$1,649,413 94

President.—ICHABOD GOODWIN.
Treasurer.—E. NOTT.
Superintendent.—J. RUSSELL, JR.

Philadelphia, Wilmington and Baltimore Railroad.

The receipts of this road for the month of May, 1864, were $285,876 09
May, 1863 192,164 51
Increase $93,711 58
Total for five months, 1864 $1,352,509 15
Total for five months, 1863 1,036,461 76
Total gain in 1864 $316,047 39

The laying of the double track from Philadelphia to the Susquehanna River is completed. The building of the bridge across the Susquehanna is progressing. The pier in the deepest water, forty-two feet, is finished, with three others and the abutments. There are nine piers yet to be built. The double track from the Susquehanna to Baltimore, about forty miles, is now being laid with the Redwood iron at a cost of about $8,000 per mile.

North Missouri Railroad.

The gross earnings of the road for the year ending the 29th of February, 1864, are as follows:

	1864.	1863.
Transportation of freight	$283,894 80	$233,276 85
Transportation of pass.	283,698 59	203,560 57
Transportation of mails.	21,209 14	25,367 73
Total earnings	$588,802 53	$462,205 15
Operating expenses	$420,733 32	$314,949 42
Net earnings	$168,069 21	$147,255 73

☞ The sales of land by the Illinois Central Company to farmers and others on the line of the road, since the 1st of January, amount to a million and a half of dollars, and the cash collected from the previous sales to $950,000. The collections after the new harvest, now near at hand, promise to be even larger.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ... Ca.	200,000	5	----	2¾
Acton Vale ... Ca.	50,000	5	----	2
Adventure ... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	14½	19
Algomah ... "	20,000	----	2	3½
Alliance ... Ca.	200,000	2½	----	----
Allouez ... L. S.	20,000	----	1	4
American ... Ca.	200,000	2½	----	----
Amygdaloid ... L. S.	20,000	----	----	34
Annapolis ... Md.	50,000	10	----	----
Arizona ... Ariz. T.	10,000	100	----	----
Ascot ... Ca.	20,000	20	----	----
Astor ... L. S.	20,000	----	1	6½
Atlas ... "	20,000	----	1	7
Aztec ... "	20,000	----	1	8½
Balt. and N. C. ... N. C.	20,000	5	----	20c
Bare Hill ... "	------	----	----	4½
Bay State ... L. S.	20,000	----	3½	19
Beaver ... "	20,000	----	1	----
Bedford ... Ca.	125,000	5	----	1½
Black River ... "	200,000	2½	----	30c
Bohemian ... L. S.	20,000	----	7½	10½
Bolton ... Ca.	200,000	5	----	1
Boston ... L. S.	20,000	----	5*	5½
B. and Corinth ... Vt.	20,000	10	----	----
Brooklyn ... L. S.	20,000	----	2	----
Brome ... Ca.	100,000	5	----	1
Cabot ... L. S.	20,000	----	½	----
Caledonia ... "	20,000	----	----	13
Cambridge ... "	20,000	----	5	25c
Canada ... Vt.	100,000	1	----	3
Carp Lake ... L. S.	20,000	----	----	4½
Cascade ... "	20,000	----	----	----
Central ... "	20,000	----	----	65
Champlain ... Ca.	200,000	1½	----	----
Chatham ... "	200,000	2	----	----
Chaudiere ... "	100,000	1	----	50c
Chester ... "	200,000	1	----	23c
Cheticamp ...	30,000	5	----	----
Chippewa ... L. S.	20,000	----	----	----
Cleveland ... Ca	100,000	5	----	----
Cliff ... L. S	20,000	----	----	----
Clifton ... "	20,000	----	----	----
Collin ... "	20,000	----	½	----
Columbian ... "	20,000	----	4½	9¾
Consolidated ... "	20,000	----	5	5a.
Copper Falls ... "	20,000	----	24½	38
Copper Harbor ... "	20,000	----	1	----
Copper Hill ... "	200,000	1	----	----
Copperas Hill ... "	50,000	10	----	----
Cornwall ... Vt.	100,000	2	----	62c
Dacotah ... L. S	20,000	----	----	5
Dana ... "	20,000	----	3½	3½
Deep River ... N. C.	------	5	----	20c
Delaware ... L. S.	20,000	----	----	15
Derby ... "	20,000	----	----	1½
Devon ... "	20,000	----	1	----
Dorchester ... "	20,000	----	6	7
Douglas ... "	20,000	----	----	----
Dover ... Ca.	200,000	----	1	----
Dudley ... L. S.	20,000	----	½	5
Dunham ... Ca.	200,000	2	----	30c
Durham ... "	200,000	5	----	30c
Eagle River ... L. S.	20,000	----	3½	7½
El Dorado (Silver) "	20,000	----	----	----
Escot ... Ca.	25,000	20	----	4
Essex ...	200,000	----	----	19c
Etna ... L. S.	20,000	----	----	15½
Eureka ... "	20,000	----	----	----
Everett ... "	20,000	----	5*	4
Evergreen Bluff ... "	20,000	----	----	17
Flint Steel ... "	20,000	----	----	11
Forest City ... "	20,000	----	3	----
Forest Shepherd ... "	20,000	----	6	----
Franklin ... L. S.	20,000	----	6½	52½
French Creek ... Pa.	100,000	5	----	1½
Gardner City ... L. S.	20,000	----	----	----
Gardner Hill ... "	20,000	----	5	75c
Girard ... "	20,000	----	----	6
Glade ... "	20,000	----	1	----
Glencoe ... Ca.	200,000	1	----	30c
Globe ... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Grand Trunk ... Ca	100,000	5	----	69c
Great Western ... L. S.	20,000	----	2	5
Green Mountain ... Vt.	20,000	10	----	6
Guilford ... L. S.	20,000	----	5	28c.
Hamilton ... "	20,000	----	----	7
Hancock ... "	20,000	----	6½	12½
Hanover ... "	20,000	----	½	3½
Hartford ... "	20,000	25	12½	----
Hazzard ... "	20,000	----	----	----
Highland ... "	20,000	----	7	9½
Hilton ... "	20,000	----	½	4
Hope ... "	20,000	----	½	2½
Hudson ... "	20,000	----	----	----
Hulbert ... "	20,000	----	----	----
Humboldt ... "	20,000	----	2	10½
Hungarian ... "	20,000	----	1	----
Huron ... "	20,000	----	16	36
Indiana ... "	20,000	----	----	6
Inverness ... "	200,000	2½	----	----
Isle Haute ...	40,000	----	----	----
Isle Royale ... L. S.	20,000	5	16	20

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ... L. S.	20,000	----	----	----
Keweenaw ... "	20,000	----	----	----
Kickapoo ... "	20,000	----	1	----
King Phillip ... "	20,000	----	2	----
Knowlton ... "	20,000	----	1	9
Lafayette ... Ca.	200,000	1	----	----
Lake ... "	200,000	1	----	15c
Lawrence ... L. S.	20,000	----	----	----
Lennoxville ... Ca.	100,000	5	----	1½
Logan ... "	100,000	3	----	2
Lyster ... "	200,000	2	----	----
Madison ... L. S.	20,000	----	1	5½
Malden ... "	20,000	----	1	----
Mandan ... "	20,000	----	2½	4
Manhattan ... "	20,000	----	2½	9
Marquette ... "	20,000	----	----	4
Maryland ... Md.	------	5	----	1½
Mass ... L. S.	20,000	----	----	----
Massachusetts ... "	20,000	----	----	----
Mendota ... "	20,000	----	----	4½
Merrimac ... "	20,000	----	----	4
Meteor ... "	20,000	----	----	----
Mesnard ... "	20,000	----	5½	10½
Michigan ... "	20,000	----	----	----
Middlesex ... "	20,000	----	----	----
Mineral Hill ...	------	----	----	3
Minnesota ... L. S.	20,000	----	3½	40½
Missisquoi ... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ... L. S.	20,000	----	----	----
Nashua ... "	20,000	----	----	----
National ... "	20,000	----	5½	31
Native ... "	20,000	----	5	2
Naumkeag ... "	20,000	----	1	2½
Nelson ... Ca.	200,000	1	----	10c
Nequaket ... L. S.	20,000	----	1	----
Nevada (Silver) ... "	20,000	----	----	----
New England ... "	20,000	----	2	2½
Newton ... Ca.	200,000	1	----	----
New York ... L. S.	20,000	----	----	2
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ... L. S.	20,000	----	4	7½
North Silver Lake "	20,000	----	----	----
North State ... "	20,000	----	3	10c
North Sutton ... Ca.	100,000	5	----	1½
North Western ... L. S.	20,000	----	7½	14
Norwich ... "	20,000	----	----	----
Ogima ... "	20,000	----	----	5½
Ontonagon ... "	20,000	----	----	4½
Ottawa ... Ca.	200,000	1	----	55c
Pacific ... L. S.	20,000	----	----	----
Pennsylvania ... "	20,000	25	2½	10½
Petherick ... "	20,000	----	2½	12
Pewabic ... "	20,000	----	3½	67
Phila. & Boston ... "	20,000	----	15	----
Phœnix ... "	20,000	----	----	23
Pittsburg & Boston "	20,000	----	5½	95
Pontiac ... "	20,000	----	3½	5
Prince of Wales ... Ca.	200,000	----	----	----
Providence ... L. S.	20,000	----	----	2½
Quincy ... "	20,000	----	10	95
Reid Hill ... Ca.	200,000	1	----	----
Reliance ... L. S.	20,000	----	----	1
Richford ... "	60,000	5	----	----
Ridge ... L. S.	20,000	----	----	----
Rockland ... "	20,000	----	5	13
Roscoe ... Ca	200,000	1	----	----
Rudisell ...	------	----	----	65c
St. Clair ... L. S.	20,000	----	2	9
St. Flavien ... Ca.	100,000	5	----	----
St. Francis ... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	3½	9
Salem ... "	20,000	----	1	----
Sharon Consol ... "	20,000	----	----	----
Sheldon ... "	20,000	----	----	16
Silver Creek ... "	20,000	----	1	----
Silver Hill ... "	20,000	----	----	20c
Silver Lake ... "	20,000	----	----	----
Silver Valley ... "	20,000	----	----	30c.
Southampton ... Ca.	100,000	5	----	----
South Bedford ... "	200,000	2	----	----
South Side ... L. S.	20,000	----	3	4
Springfield ... Md.	------	5	----	2½
Stadecona ... Ca.	100,000	5	----	----
Star ... L. S.	20,000	----	7½	8
Stark ... Vt.	100,000	2	----	----
Strafford ...	30,000	10	----	2½
Superior ... L. S.	20,000	----	4	9
Sussex ... "	20,000	----	----	----
Sutton ... Ca.	100,000	5	----	1½
Tolteo ... L. S.	20,000	----	20	3
Tremont ... "	20,000	----	5*	3½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ... "	25,000	10	----	----
Victoria ... L. S.	20,000	----	1½	----
Vulcan ... "	20,000	----	----	----
Washington ... "	20,000	----	----	----
Waterloo ... Ca.	100,000	3	4*	62½
Waukegan ... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	3
Wickham ... Ca.	200,000	5	----	50c
Wickopee ... "	100,000	5	----	5½
Winthrop ... L. S.	20,000	----	3½	6
Wyandotte ... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake ... N. Y.	50,000	50	----	10
East River ...	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood ...	20,000	5	----	----
Kahtadin ... Me.	3,000	100	----	----
Lake Superior ... L. S.	20,000	25	----	----
Massachusetts ...	25,000	1	----	----
Mount Pleasant ... Pa.	10,000	50	----	----
Teal Lake ... L. S.	------	----	----	6
Tyson ...	20,000	10	----	----
Lead and Zinc:				
Amenia ... N. Y.	100,000	5	----	----
Bucks County ... Pa.	------	----	----	½
Canada ... Ca.	50,000	5	----	----
Clute ...	------	----	----	1½
Crystal Lake ...	------	----	----	----
Erie ...	------	----	----	----
Gay's River ...	100,000	2	----	----
Hampton ...	100,000	5	----	----
Keystone ... Pa.	------	----	----	3
Lancaster ... "	------	----	----	----
Macomb ... N. Y.	100,000	5	----	3½
Mineral Point ...	100,000	5	----	----
Mount Hope ... N. Y.	80,000	5	2½	----
National ...	200,000	1	----	----
New Jersey ... N. J.	12,000	100	----	110
N. Y. & Boston ... N. Y.	100,000	5	----	3
Oswegatchie ... Ca.	100,000	5	----	1½
Placentia Bay ... N. F.	------	----	----	1½
Ramsay ... Ca.	20,000	25	----	----
Rossie ... "	100,000	5	----	----
Shawangunk ... N. Y.	100,000	5	----	----
Sussex ... N. J.	------	----	----	75c
Union ...	100,000	5	----	57c.
Wallkill ... N. Y.	------	----	----	4½
Coal & Anthracite:				
American ... Pa.	37,500	25	----	100
Ashburton ... "	50,000	50	----	22
Atlantic & G. C. ... Md.	------	----	----	1½
Baltimore ... "	------	100	----	----
Bear Valley ... "	40,000	12½	----	18
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ... "	10,000	50	----	17
Big Mountain ... Pa.	------	----	----	8
Blackhall ... N. S.	8,000	25	----	----
Boston & Pictou ... "	100,000	5	----	----
Bridgeport ... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ... "	------	----	----	24½
Cape Briton ... N. S.	200,000	2½	----	----
Carbondale ... Pa.	------	----	----	----
Central ... "	------	----	----	70
Clinton ... "	------	----	----	1
Coal Brook ... "	4,000	50	----	----
Continental ...	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	70
Daniel Webster ...	5,000	100	----	----
East Mahanoy ... Pa.	------	----	----	----
Everhart ...	20,000	25	----	----
Franklin ... Pa.	5,000	100	----	108
Fulton ... "	------	----	----	8
Gilbertson ...	5,000	100	----	100½
George's Creek ... Pa.	10,000	----	----	113
Grand Tunnel ...	4,000	100	----	----
Green Mountain ... Pa.	------	----	----	6
Hampton & Balt. ... Md.	------	----	----	109½
Hazleton ... Pa.	32,300	50	----	80
Henry Clay ...	3,000	100	----	----
International ... N. S.	20,000	50	----	----
Lawrence ... Pa.	2,000	100	----	----
Locust Mountain ... "	------	----	----	75½
Lorberry ... "	4,000	100	----	----
Macan ... "	2,000	100	----	----
Mahanoy ... "	1,000	20	----	----
Metropolitan ... "	------	100	----	----
Middle Coal Fields ... "	------	----	----	19½
Milford ...	2,500	50	----	----
Mill Creek ... Pa.	------	----	----	----
Muigrave ...	2,000	----	----	----
Narragansett ... R. I.	8,000	10	----	----
New Creek ... Pa.	------	----	----	1½
North. & Luzerne ... "	------	----	----	----
Penn ... "	100,000	50	----	213
Penn. Cannel ... "	6,000	50	----	----
Picton ... "	4,000	100	----	----
Pine Knot ... Pa.	4,000	50	----	----
Port Hood ...	4,000	100	----	----
Potomac ... Md.	40,000	10	----	----
Powell ... Pa.	------	----	----	----
Preston ... "	------	----	----	----
Princess Alex. ... N. S.	5,000	100	----	----
Ridgeway ...	------	----	----	----
St. Clair ... Pa.	5,000	100	----	25½
Schuylkill Valley ... "	20,000	10	----	----
Shawmut ...	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	50
Stafford ...	------	----	----	----
Suffolk ...	4,000	100	----	----
Sugar Loaf ... Pa.	------	----	----	----
Summit ... "	40,000	20	----	----
Susq. Coal & C. Mt. ... "	------	----	----	5½
Tamaqua ... "	------	----	----	----
Vandermark ...	20,000	50	----	----
Wyoming Valley ... Pa.	------	----	----	61

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ... Col.	50,000	10	----	----
Acadia (G.) ... N. S.	100,000	3	----	----
Albion (G.) ... "	100,000	3	----	2½
Alpine (G.) ... Col.	150,000	10	----	----
Alps (G.) ... "	100,000	5	----	----
American ... "	200,000	2	----	----
Am. & Mex. (S.) ... N. M.	------	----	----	----
Am. Pioneer ... A. T.	------	----	----	----
Arizona (Silver) ... "	------	----	----	----
Atlantic (G.) ... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ... Col.	200,000	5	----	----
Beacon (G.) ... N. S.	200,000	2	----	----
Benton (G.) ... "	100,000	5	----	----
Black Hawk (G.) ... "	50,000	100	----	----
Boston (G.) ... "	10,000	50	----	----
Briggs (G.) ... "	10,000	100	----	----
Bullion (G.) ... "	200,000	25	----	----
Burroughs (G.) ... "	100,000	10	----	----
Canadian (G.) ... Ca.	200,000	2	----	----
Central (G.) ... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	2½
Chebucto ... N. S.	100,000	5	----	72½c
Colonial (G.) ... Ca.	100,000	2½	----	15c
Colorado (G.) ... Col.	50,000	10	----	3½
Consol. Greg'y (G.) Col.	50,000	100	----	20
Copalinshe (G.) ... "	200,000	20	----	----
Corisannie (G.) ... "	100,000	10	----	5
Corydon (G.) ... "	100,000	25	----	4½
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ... Ca.	50,000	20	12½	15
Dorset (G.) ... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ... "	------	----	----	----
Empress (S.) ... "	------	----	----	----
Eureka (G.) ... Cal.	------	----	----	----
Excelsior (G.) ... Col.	30,000	10	----	14
Frankfort (G.) ...	100,000	2	----	----
Garrison's (G.) ... Col.	100,000	5	----	----
Gilbert River (G.) ... Ca.	100,000	5	----	1
Gilpin (G.) ... Col.	100,000	5	----	----
Gold ... "	100,000	5	----	4
Gold Field ...	50,000	10	----	----
Gold Hill ...	50,000	10	----	----
Gold River ...	100,000	3	----	----
Gould & Curry (G.S.) N.	------	----	----	----
Gunnell (G.) ... Col.	300,000	10	----	4
Halifax (G.) ... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	------	----	----	----
Holman (G.) ... Col.	150,000	2	----	----
Hope (G.) ... "	80,000	25	10	10
Isaac's Harbor (G.) N.S.	100,000	5	----	2
Isabella (G.) ... Col.	------	----	----	----
Kennebec (G.) ... Ca.	100,000	5	----	----
Kent (G.) ... N. S.	200,000	1	----	----
Lake (G.) ... Col.	------	----	----	----
Lake Major ... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	------	----	----	----
Manhattan (G.) ... Col.	100,000	10	----	----
Mariposa (G.) ... Cal.	100,000	100	----	51
Massachusetts (G.) ... Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ... N. S.	50,000	10	----	----
Montana (G.) ... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) ... "	50,000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	1½
Nova Scotia (S.) ... "	100,000	2	----	2½
Oldham (G.) ... "	100,000	2	----	----
Otate (S.) ... Mex.	------	----	----	----
Palma (S.) ... "	------	----	----	----
Peck (G.) ... N. S.	100,000	5	----	----
Peninsular (S.) ... L. Cal.	------	----	----	----
Picacho (S.) ... A. T.	50,000	50	----	----
Pontiac (G.) ... Col.	50,000	20	----	----
Prince Albert (G.) ... Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col.	100,000	100	----	13
Quicksilver ... Cal.	40,000	25	----	76
Renfrew (G.) ... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) ... Col.	------	----	----	11½
Sacramento (S.) ... Nev.	------	----	----	----
San Antonio (S.) ... A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	------	----	----	----
Santa Rita ... Ariz. T.	------	----	----	----
Scottie (S.) ... Ariz. T.	------	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	------	----	----	----
Silver Hill (S.) ... Nev.	------	----	----	----
Sonora (S.) ... Ariz. T.	------	----	----	----
Southam (G.) ... N. S.	100,000	5	----	----
Stafford (G.) ... Ca.	100,000	5	----	2½
Star (G.) ... Col.	100,000	25	----	----
Stewart (G.) ... Ca.	100,000	5	4	75c
Tascher (G.) ... "	50,000	10	----	----
Victoria (G.) ... "	100,000	2	----	----
Waverly (G.) ... "	50,000	10	----	----
Windsor (G.) ... Col.	100,000	10	----	----
United States (G.) ... "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single tr'k	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	—	48
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	—	61
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	—	127½
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	—	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	—	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	—	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	—	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,885	0,516	—	—	110
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66.223	—	—	—	—	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	—	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	—	62½
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	—	80
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,982	16,650	25,857	6,012	—	—	—
30 Nov. '63	5.52	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	—	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	—	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	—	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	—	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	—	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	—	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	—	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	—	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	—	—
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30.000	30,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	—	—	—	—	—	Avenue D (New York City)	—	—	—	—	—	—	—	—	—
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	—	—
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	149	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,655	446,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br.,Morris's &Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	121
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& ErieBas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.06	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	—	63
31 Oct. '63	8.18	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	29½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	—	64
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	60½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	—	30½
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	—	38½
31 Oct. '63	11.00	—	—	—	—	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb.,Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,360	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,685	118,000	—	—	34,549	12,231	8½	—	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	—	72
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	120	17	5	Spruce &Pine (Phil.&Gr'sF.)	173,010	159,312	15,500	—	75,066	18,417	17½	—	45
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,628	45,960	16½	—	50½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	3½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	72
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	24
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	8.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St. Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	—
Real Estate	22,900	7	—	—	—
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	—
Citizens' [Pittsburg]					
1st Mortgage	47,800	7	J. & J.	1870	—
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	109
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	109
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71–'72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	—	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	—	—	—
Metropolitan:					
1st Mortgage	36,625	6	—	—	—
Real Estate Mortgage	—	6	—	—	—
Middlesex:					
Malden & Melrose bonds	60,000	6	—	1870	—
Real Estate	6,210	—	—	—	—
Ninth Avenue:					
1st Mortgage	57,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	—
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J'	1871	—
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	500,00	7	J. & D.	1867	—
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	112
2d Mortgage	50,800	7	J. & J.	1869	—
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	—
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	—
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	—
Real Estate bonds	60,000	—	—	—	—
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	When due.	Market Price.
United States Loans.					
Loan of June 25, 1847 ..... registered	49,415,250	6	Jan. & July.	1867	120
" " " ..... coupon		6	" "	1867	120
Loan of Dec. 31, 1848 ..... registered	8,998,342	6	" "	1868	128
" " " ..... coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,169,000	5	" "	1865	195
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	104
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	103
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of June, 1861 ..... coupon	1,016,600	6	" "	1881	113
" " " " " ..... coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July	1881	103¾
" " " ..... coupon		6	" "	1881	112
Loan of July 17, 1861 ..... registered	71,421,700	6	" "	1881	115
" " " ..... coupon		6	" "	1881	116
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	105¾
" " " (5-20s) ..... coupon		6	" "	1882	104
Treasury Notes of Aug. 1861 ..... coupon	118,577,650	7.3	Feb. & Aug.	1864	106
" " Oct. 1861 ..... coupon		7.3	April & Oct.	1864	105½
Loan of 1864 (10-40s) ..... coupon	70,239,250	5	Mar. & Sept	1904	----
" " " ..... registered		5	" "	1904	----
One Year Treasury Notes (legal tender)	44,500,000	5	.....	.....	----
Two Year " " "	127,909,300	5	.....	.....	----
Certificates of Indebtedness	161,993,000	6	On redemp't'n	.....	93¾
(N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
State Loans.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ... coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State) .. "	610,000	6	paid for	1868	----
" — " " (" ") .. "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	152
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	.....	.....	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	60
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	103½
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	102
" — " " (dollar) ..... "	1,969,397	6	" "	1870	102
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	90
" — " " ..... "	2,058,173	2½	" "	1886	67½
" —State Int. Imp bonds (not adjusted)	391,000	----	.....	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	.....	85½
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) .. coupon	146,000	7	Jan. & July.	1876	----
" — " " " " "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'94-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	105
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ... coupon	516,130	6	.....	d'm'd.	69
" — " (R. R. etc.) ... "	3,902,000	6	.....	'67-'99	----
" — " " (banks) ..... "	8,398,533	6	.....	.....	----
" — " " (war loan) ... "	670,000	6	.....	.....	----
Maine—State bonds ..... coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	.....	1865	----
" — " (st'l'g conv.) .. "	200,376	5	.....	1865	----
" — " " (st'l'g) ..... "	5,585,555	5	.....	'89-'90	104½
" — " " (st'l'g conv.) .. "	2,490,569	5	.....	'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3	.....	1890	----
" — " " (") ..... "	100,000	4½	Chiefly	1888	----
" — " " (") ..... "	767,560	5	quarterly.	'42-'68	----
" — " " (") ..... "	399,408	5	.....	1880	----
" — " " (") ..... "	148,711	5	.....	'89-'90	108
" — " " (") ..... "	133,689	6	.....	pleas.	----
" — " " (") ..... "	3,000,000	6	.....	1870	107
" — " " (") ..... "	35,000	6	.....	1885	----
" — " " (") ..... "	603,333	6	.....	'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,389	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	6	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123¾
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	123½
" — " " (" ") "	845,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — "	53,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	118¾
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	567,000	7	" "	1886	105
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ..... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	69
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ... coupon	7,000,000	6	" "	'72-'88	75½
" — " " S. W. Branch .. "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	93
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	.....	.....	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .. coupon	531,820	6	" "	'65-'71	----
" " — " " (" ") .. "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " " ..	421,000	6	Jan. & July	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	109½
" " — " " " "	15,889,025	6	" "	'64-'76	115
" " — " " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	59
Ohio—State bonds (foreign debt) ..... coupon	1,608,905	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,865	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	106½
" — " " (" ") ..... "	4,095,300	6	" "	1881	106½
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	275,385	6	" "	1863	108
" — " " (war loan) ..... coupon	299,704	6	" "	1866	----
" — " " (" ") ..... "	1280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.) ...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	----	.....	.....	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	101
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	103½
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	101½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	.....	.....	----
" —Relief Notes in circulation ...	97,360	----	.....	.....	----
" —Military Loan bonds .. coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan) .. coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ..... coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads) .. coupon	1,810,000	6	.....	1877	50
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	.....	1882	60
" — " " (intern. impr.) "	2,063,606	5	.....	Var.	45
" — " " (railroads) ... "	12,799,000	6	.....	Var.	----
" — " " (capitol) ..... "	608,000	5	.....	1890	45
" — " " (Hermitage) .	48,000	6	.....	1890	58½
Texas—Had no debt in 1861	.....	----	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	.....	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	52
" —State bonds (railroad) ..... coupon	12,634,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	----	.....	.....	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (") ... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,125	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,531	75,621	78,361	65,358	75,250	68,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,872	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188,565	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,234	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,336,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,803	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	208,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,195,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,303	155,164	156,973	170,157	157,443	232,033	1,932,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,958	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,663	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,180	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	278,722	203,492	134,972	2,068,896
1861	140,925	116,933	158,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,168,064
1864	252,435	278,848	348,802	338,275	271,552	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,203,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	83,273	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,963	3,745,310
1863	337,350	366,598	461,985	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,994
1864	290,676	455,211	602,603	574,680	499,547	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,810	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,285	47,142	56,006	63,582	106,845	118,578	115,214	168,219	170,380	172,870	147,548	139,528	1,408,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,596	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$400,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	80
2d Mortgage	593,500	7	" "	" "	1881	----
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99½
2d Mortgage		7	Jan. & July.	" "	1883	----
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	933,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'63-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	115
" " " 1850	700,000	6	Jan. & July.	"	1880	115½
" " " 1855	1,123,500	6	Jan. & July.	"	1875	110½
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	105
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	106
Income ⅓ in '59, ⅓ in '72	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	500,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	106½
" " $1,700,000	1,700,000	6	"	"	1883	106½
" " $2,500,000	867,000	6	"	"	1889	106½
Consolid. Mort. Loan $5,000,000		---	"	"	------	112
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	60
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			------	----
2d Mortgage	1,000,000	7			------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1885	131½
" " " inconvertible	3,034,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1868	----
" " " Plain	25,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	112
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	109
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	----
1st " " (M. & C.)		8	Jan. & July.	" "	18..	----
2d " "		8	" "	" "	18..	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	----
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	114½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	111
General 1st Mortgage	3,000,000	7	" "	" "	1885	104½
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	101
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7	Feb. & Aug.		------	----
3d Mortgage	158,000	7			------	----
Income	250,500	7			------	----
Tunnel Right	1,000,000	7			------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	92½
River Line bonds	20,000	7			1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	----
C. and T. Income (convertible)	169,000	7	" "		1864	----
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	120
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	---	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	116
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	119
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8			------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†			------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---			------	----
Endorsed by State of Tennessee	150,000	---			------	----
Mortgage (ordinary)	790,688	---			------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---			------	----
Endorsed by State of Tennessee	200,000	---			------	----
1st Mortgage (after State)	100,000	---			------	----
Redeemable in Stock	66,950	---			------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	----
Free Land, 2d Mortgage	1,500,000	8			1891	----
Florida and Alabama:						
Internal Improvement (State)		7			1891	----
Free Land, 2d Mortgage		8			1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	----
Free Land, 2d Mortgage	200,000	8			1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	122
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110½
Elgin and State Line	199,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" " Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	93
Land Security	3,344,600	7	April & Oct.	" "	1881	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	124
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	121
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	120
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covingto	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
eokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div.)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	105½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1890	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarksv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	129
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	103
Detroit and Toledo	734,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	115
2d General Mortgage	2,194,500	7	" "	" "	1877	104
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	116
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
1st Mortgage	350,000	7	" "	----	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	500,000	7	----	" "	----	----
1st Land Grant	2,000,000	7	----	" "	----	65
2d Land Grant	700,000	---	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1835	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,970	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----			
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'63 '48	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	113
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug	" "	1876	118¾
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	104½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	130
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1887	110
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	112
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	125
3d Mortgage	6,000,000	7	" "	" "	1883	123
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	120
5th Mortgage	1,739,500	7	June & Dec.	" "	1885	121
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	108
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1876	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	110
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	108
2d Mortgage	3,077,000	7†	" "	" "	1861	33¾
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	106½
Chattel Mortgage	360,000	10	" "	"	1887	121
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	80
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	75½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	118¾
2d Mortgage	2,461,000	6	April & Oct.	"	1875	115
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	678,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	108
" 1861, "	110,000	6	Jan. & July.	"	1871	109
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	115
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,500	6	" "	"	1886	140
" 1856, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	120½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	112
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	98
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	937,500	7	" "	"	1863	35
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	87
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	85
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	35
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	563,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	113½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1868	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	290,269	6	....
								ARKANSAS.													
3 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	.....	230,251	104,594	—	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	200
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	.....	284,485	70,187	—	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Nangatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	.....	206,420	97,700	6	....
31 Dec. 62	62.0	—	2 6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156.429	1,644,967	62.0	127,390	135,072	—	—	117½
30 Nov. '63	84.8	8.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	—	—	3½	....
30 Nov. '63	66.0	—	5.9	—	8	12	105	New London Northern	687,152	*	—	602,152	75,200	—	687,152	66.0	156,468	189,425	60,708	6½	99
31 Mar. '62	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	160½
30 Nov. '63	59.4	7.0	8.3	—	16	17	368	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	5½	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,360	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,263	10,290	9	....
								FLORIDA.													
-- -- '62	154.2	—	....	150	....	....	....	*Florida*	.....	.....	—	.....	.....	.....	.....	....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,857	3,535	—	....
-- -- '62	59.9	—	5.0	—	....	....	....	*Flo., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	....	.....	.....	.....	—	....
-- -- '62	100.0	3.9	10.0	153.5	....	....	....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	....	....	....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	....	....	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	....	....	....	Brunswick and Florida	755,000	*	—	151,887	.....	—	.....	31.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	....	....	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	95
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	263.0	1,308,146	2,412,821	1,206,039	8	131½
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	228,641	13,147,136	242.0	.....	1,083,054	448,503	—	62½
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,330,575	228.4	1,162,850	2,143,875	1,103,414	6	112¾
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,404	6	....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.8	3,010,697	4,571,028	2,118,847	6	131
— -- --	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	62
								INDIANA.													
— — —	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '62	84.0	—	....	—	....	....	....	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132.0	.....	285,974	104,951	—	100
-- -- '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,40	—	36½
30 Nov. '63	73.0	—	....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	357,302	774,618	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,239	48,771	—	....
31 Dec. '63	100.0	—	....	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100.0	134,831	276,197	158,889	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
-- -- '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	65½
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	357,532	4,375,998	111.8	.....	426,408	227,534	—	....
30 Jun. '62	29.0	—	....	—}	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	—	....	—}				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,125,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595,258	1,777,983	1,062,165	—	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	406.0	.....	1,232,624	555 424	—	....
31 Aug '60	53.7	—	....	135.3	....	....	....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,233,015	248,969	108,434	1,710,819	53.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	....	....	....	*Detroit and Milwaukee*	8,270,623	647,590	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	....
31 May '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	138½
31 Mar. '64	246.0	281.0	....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	95½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	300,000	—	.....	—	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	534,342	328,002	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	....	....	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	528	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	45
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	....
31 Dec. '62	152 0	—	3.6	....	....	....	....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,679	662,617	—	3,486,916	7,000,000	187,019	20,455,420	196.7	507,040	679,956	227,398	—	....
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	—	.....	114.0	98,371	241,482	128,886	—	....
0 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	244,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,244	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	.....
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	.....
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	112
31 May, '59	87.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,402	28,404	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	117
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	30.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	59½
								MASSACHUSETTS.													
30 Nov. '63	28.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	7	120
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	135
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	157
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	146
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,766	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6	70
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	111
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,337,600	56,500	4,894,100	80.0	477,753	812,556	390,594	6	105½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,758	732,262	328,043	6	124
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,800	36.7	41,995	164,207	54,797	6	87½
30 Nov. '63	63.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	652,900	206,592	1,245,565	33.0	67,883	53,233	—	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	6	127
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	381,512	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	110½
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,508	271,815	140,136	—	43
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,929	2,439,838	1,232,831	9	152½
30 Nov. '63	46.7	—	9.3	—	10	12	145	Worcester and Nashua	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.8	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	84.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	66½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	—	83,524	7	121
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	90
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	191
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,887,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	.....	90,618	29,592	—	165
31 Dec. '59	.....	.....	.....	—	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	25
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	110
31 Dec. '62	38.5	—	—	47.	—	—	—	West Jersey	821,984	*	—	581,393	212,500	31,743	821,984	—	82,936	90,122	43,622	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,687,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	576,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,397	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	114½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,155,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	139½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	.....	100.5	242,062	360,431	52,250	6	47
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,098,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	554.9	5,692,223	10,897,631	3,994,999	7	134½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.3	17.3	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	2[illegible]	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	3.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	134,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,952	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,962,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	510,000	—	6,464,130	191.2	926,628	1,724,917	1,038,637	20	168
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,558,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,508,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	112½
31 May '63	109.5	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	—	144
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,002	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.0	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,082	—	1½
31 Aug. '58	117.0	3.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,000	2,488,825	7,800	5,401,088	205.9	418,328	599,880	116,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	348,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82,988	—	.....
31 Dec. '63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,995,636	*	[illegible]	3,214,775	6,651,330	38,272	10,152,632	250.0	1,279,950	1,499,798	540,921	—	69½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress & projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,858,000	—	5,634,039	100.0	—	360,215	171,236	—	—
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,089	583,219	342,661	2½	107
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	398,567	11,465	—	20
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	—	956,900	270,000	16,481	1,248,381	152.0	165,712	276,338	118,193	8	—
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	240
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	159,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Leas'd to	Northn	Cen.	196,907	334,790	110,36[illegible]	—	35
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	—
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	35
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,065	68,863	2,707,898	80.0	335,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	125
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phil	la. & Re	ading	R. R.)	7	49¾
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	64
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,396	273,391	—	33
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,430,250	16,969,124	—	35,245,668	356.9	5,211,202	1,891,413	5,111,412	—	74
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,000	—	1,672,200	24.0	244,425	334,489	179,565	9	61
31 Oct. '63	230.0	—	21.5	58.0	3	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	103,486	7½	33½
30 Nov. '63	147.4	5.5	187.8	—	166	67	8,430	Philadelphia and Reading	21,074,422	3,765,774	629,348	13,211,228	10,667,328	—	26,618,828	355 0	2,721,689	6,252,902	3,706,900	7	69½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	633,882	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	363,648	10	188½
31 Oct. '63	95.9	—	51.4	—	86	98	828	Phila., Wilming'ton and Balt.	8,774,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647,029	2,840 248	1,602,119	10	75
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,639	72.0	209,746	215,587	105,856	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,582	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	112½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd to	Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	395,500	65,206	832,009	29.6	75,358	126,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	297,700	415,309	199,155	6	120
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	—	13.6	23,954	25,594	6,739	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,306	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,006	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	519,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	583,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,308	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,960	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	—	—	90.7	99,639	208,867	—	—	66
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	61,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,015	292,857	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	—	8	114
30 Jun. '63	23.7	—	0.9	—	4	6	89	Vermont Valley	1,212,274	89,612	—	516,164	798,200	—	1,301,886	23.7	48,995	61,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	16
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,366,300	1,851,500	292,842	4,745,256	185.4	—	410,166	201,544	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	218,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,986,579	*	52,800	1,041,880	643,900	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,068,054	168,763	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	35,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,818	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,509,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	—	1,163,734	414,741	—	71
10 May, '62	104.0	—	—	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,602,471	142.0	364,331	344,769	83,839	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	238,798	67,552	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,653,376	49.0	—	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	—
31 Dec. '62	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.8	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,006	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	—	132,555	38,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,161	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,375,000	—	10,768,723	48.7	—	1,743,294	1,013,444	12	205

PREFERRED AND GUARANTEED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guaran't'd)	$2,494,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guaranteed)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	41
Chemung (guaranteed)	380,000	—	—	----
Cayuga & Susquehanna (guarant.)	343,500	—	—	----
Cheshire (preferred)	2,017,825	7	—	58½
Chicago & Alton (preferred)	2,422,596	7	3½	97
Chicago & Northwestern (pref.)	2,400,000	7	1¾	88
Cocheeho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	—	—	----
Dubuque & Sioux City (preferred)	1,987,014	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	—	—	----
Elmira & Williamsport (preferred)	500,000	—	—	53
Erie (preferred)	8,535,700	7	7	112½
Hannibal & St. Joseph (preferred)	5,309,528	7	—	60
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	74
" " (2d pref.)	3,424,169	7	—	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	142½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	117
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	—	4	----
New York & Harlem (preferred)	1,500,000	8	—	112½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guaranteed)	630,000	—	8	----
Paterson & Ramapo (guaranteed)	248,000	—	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	—	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	—	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	98
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. Lo. Alton & Terre Haute (pref.)	1,700,000	6	—	78
Toledo & Wabash (preferred)	982,900	7	7	77
Troy & Greenbush (guaranteed)	274,400	6	6	----
Vermont & Canada, (guaranteed)	1,600,000	8	8	----
Warren (guaranteed)	1,307,750	7	7	----
White Mountains (guaranteed)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,709,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	115½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	109½
2d Mortgage	294,750	6	------	------	104
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	88
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	95½
Improvement	568,500	6	M. & N.	1876	95
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	983,000	6	" "	1878	68
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	24½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	106½

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	43
Delaware and Hudson	100	7,500,000	7	238
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,479,950	6	80½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	90
" (preferred)	100	1,175,000	10	140
North Branch	100	----	----	----
Sault Ste Marie	100	----	----	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	29½
" " (preferred)	50	2,722,607	—	40½
Susquehanna and Tide Water	50	2,048,260	—	20½
Union (preferred)	50	2,750,000	—	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	82

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, $17 to $25; Railroad, $13 50; Boiler Plate, Band, Hoop and Slit, $25; Pig, $6 per ton; Polished Sheet, 2½ cents per lb.

Pig, Scotch, No. 1 ....(cash) .... per ton 70 — @ 72 50
Pig, American, No. 1 .... 62 — @ 68 —
Bar, Swedes, assorted sizes (in gold) .... — @ — —
Bar, English, Refined .... — @200 —
Bar, English, common .... — @190 —
Sheet, Russia .... per lb. — @ — —
Sheet, English, Single, Double and Treble .— 9 @ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 1¼ cents; over 7 cents and not above 11, 2½ cents per lb.

English, Cast .... per lb. — 26 @ — 42
English Spring .... — 16 @ — 20
English Blister .... — 25½@ — 31
American, Blister .... — 14 @ — 15
American, Cast, Hammered .... — 25 @ — 30
American, Cast, Rolled .... — 15 @ — 22
American Spring .... — 16 @ — 19
German .... — 15 @ — 23
Milan (in bond) .... — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New ....(suits) .... per lb. — — @ — 60
Sheathing, &c. Old ..(cash) .... — — @ — 40
Sheathing, Yellow .... — — @ — 44
Pig, Chile .... — — @ — —
Bolts .... — — @ — 60
Braziers' .... — — @ — 60
American Ingot ....(cash) .... — 46½@ — 50

LEAD—Duty: Pig, $1 50 per 100 lb.; Pipe and Sheet, 2½ cents per lb.

Galena .... per 100 lb. — — @ — —
Spanish .... 14 50 @ 14 75
German Refined .... 14 50 @ 14 75
English .... 14 50 @ 14 75
Bar .... per lb. — — @ — 18
Pipe and Sheet .... — @ — 19

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .... per lb. — — @ — 70
Straits .... — 61 @ — —
English .... — 60 @ — —
Plates, Charcoal I. C .... per box. — — @ 25 —
Plates, I. C. Coke .... 21 — @ 23 —
Terne, Coke .... — — @ 19 —
Terne, Charcoal .... 22 — @ 23 —

NAILS—Duty: Cut, 1½; Wrought 2½; Horse Shoe 4½ cents per lb.

Cut, 4d.@6d ....(cash) .... per 100 lb. 7½ — @ — —
Clinch ....(cash) .... 8½ 8 @ 9 —
Horse Shoe, Forged ....(cash) .... per lb. — 35 @ — 41
Wrought, English ....(cash) .... — — @ — —

INDIA RUBBER—Duty: 10 per cent. ad val.

Para, Fine .... per lb. — 95 @ 1 00
Para, Coarse and Medium .... — 55 @ — 90
East India .... — — @ — —
Carthagena, &c .... — 50 @ — 55
Guayaquil .... — 40 @ — —

PETROLEUM—Duty: Refined, 10 cents per gallon.

Crude, 40@47 gravity .... — 47 @ — 46
Refi'd, free, L.S. to pr. Wh. (110@120 test) .— 88 @ — 90
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) .— 76½@ — 77½
Naptha, Refined, (60@63 gravity) .... — 36½@ — 39

SPELTER—Duty: In Pigs, Bars and Plates, $1 25 per 100 lbs.; Sheets, 2 cents per lb.

Plates, Foreign ....(cash) .... per lb. — 15½@ — 15¾

ZINC—Duty: Pig or Block, $1 25 per 100 lb.; Sheet, 2 cents per lb.

Sheet .... per lb. — 25 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th 23.	F 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
American Coal Co. 100	100	----	----	----	100	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co. 40	40½	39½	41	40	39½	
Central Am. Transit.... 37	37	----	36	----	----	
Chicago & Alton	----	95	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	111	112	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q. 129½	129	----	----	----	132	131½
" " 8 p.c.	----	----	----	131½	133	----
Chic. & Northwest'n.... 53½	53	54	54½	52¾	52½	
" " pref. 90	89	89	90	89½	88½	
" " 1st M. ...103	104	----	----	103	103½	
" " 2d M.	----	----	----	----	----	----
" " S. F. 110½	----	----	----	111	----	
" " A. B.	----	----	----	----	----	----
" " I. B. 102	102	101	----	----	----	----
Chicago & Rock Isl. 114½	114	115½	115	114½	112⅞	
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	168	168	----	----	----
Clev. and Pittsburg....113	112½	114½	114½	115½	112½	
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.... 92	----	----	----	----	----	----
Clev. and Toledo 145½	145	----	146	----	144	
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref. 71½	71	72½	73½	70½	70	
Del. & Hudson Canal...245	----	240	240	----	238	
Del., Lack. & West.	----	----	----	----	----	----
" " 1 M. 8 p.c. '71-5	----	----	----	----	----	----
" " 2 M. 8 p.c. '81	----	----	----	----	----	----
Erie 114	114½	114¾	117	116	114½	
" pref. 111½	112½	111½	112½	112½	112½	
" 1 M. 7 p.c. '67	----	112	----	----	----	----
" 2 M. 7 p.c. '79....125	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	123	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	----	----	----
" 5 M. 7 p.c. '85	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '65	----	----	----	----	----	----
" 2M. 7 p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	60	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River 140½	141½	140½	141¾	141	139½	
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	----	----	----	----	----
" 2M. S.F. 122½	----	----	124	----	----	
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip...130	130	131½	131½	131½	131	
" full stock	129	----	----	----	----	----
" Can. bd. sc.	----	----	----	----	----	----
" bonds	121	----	----	----	----	----
Marietta & Cin. 1st pref. 74	76	----	----	----	74	
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.... 51	50½	54	54½	54	51	
Michigan Central.....150	140x	140½	140¾	140½	138½	
" S F. 8 pc. '82	----	----	----	----	----	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I. 96	96	98	97½	95½	95½	
" " guar'd. 142	----	----	142	142½	----	
" " 1M. S.F.	----	----	115	----	----	----
" " 2 M.	104	104	----	----	104	
Mil. and P. du Chien... 67½	----	69¾	69¾	----	71	
" " 1st pref.	----	117	----	----	----	----
" " 2d pref.	----	----	----	----	90	
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L. G. bonds. 64	----	65	----	----	----	----
Missouri 8s 68	68½	----	----	67½	68	
" iss. to H. & St. J. R.	93	----	----	----	93	
" " Pacific	76	76	76	----	75⅞	
New York Central....132½	134	133¾	135	134½	134½	
" " 7s, 1869	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	113	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " "pref."	----	----	----	----	----	----
" " 1M. 7 p.c. '75	----	----	----	----	----	----
" " 2M. 7 p.c. '64	----	----	----	----	----	----
" " 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer. 54½	53	53	54	53½	52¾	
Pacific Mail S.S. Co.... 270	----	----	----	----	----	----
Panama	----	265	----	----	----	----
Penn'a Coal Co. 216	----	213	----	216	213	
Phila. and Reading 140½	140½	141	141½	141¾	139½	
Pitts. Ft. W. & Chicago...114	----	----	116	114½	112½	
" " 1M.	120½	120½	----	----	----	----
" " 2M.	112	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.. 74	73½	74¾	75	74	76	
St. L., Alton & T. H.	62	----	----	----	----	----
" " pref.	----	----	----	----	----	77½
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	85	----	----	----	----	----
Tennessee 6s, 1890..... 58½	----	----	----	----	----	----
Toledo & Wabash 69	----	----	69½	69	----	
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex. .105	----	----	102	----	----	----
" " 2M.	87	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	105¾	----	----	104½	103⅝	
U. S. 6s, 1881, cou.	112½	112	----	112	----	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	120	----	120	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	96⅞	----	96½	96⅝	95	93⅝
U. S. 6s, 5-20s, coupon	105½	105¼	105½	104½	104	104
U. S. 6s, " reg.	----	----	----	----	----	----
7.30 Notes, Feb. & Aug.	108	----	----	----	----	106
" " Ap'l & Oct.	106½	----	106¼	105½	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.
Beaver Meadow	----	105	107	----	----	----
Cattawissa	----	----	----	----	----	----
" preferred	42½	41⅞	42	41⅞	----	41
Camden & Amboy	190	----	----	191	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	106	----	----	----	----	106½
" " 6s, '83	106½	----	----	----	----	----
" " 6s, '89	106½	106½	----	106½	----	----
" mort. 6s, '89	111¾	112	----	112	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	43½	----	43½	----	43	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	75	76	----	----	80	----
" 6s	----	----	114	114	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	110	----
Little Schuylkill R. R.	----	49¾	----	----	49¾	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	65	65	----	65	64	----
Morris Canal	----	----	90	90	----	----
" " pref.	139½	----	----	----	----	----
" " 6s '76	----	----	109	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	106½	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	60⅝	61	60½	----	----	59½
Pennsylvania R. R.	72	73½	73¼	73½	73¾	74
" 1st m.	118½	118¾	----	----	----	----
" 2d m.	----	----	115	----	115	----
Penn. State, 5s	101	----	101	101	----	----
" " 5s, coupon	----	----	----	----	103½	103¼
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	103½	----	----	----	----	----
" " new	106	106½	106⅝	106¼	106½	106⅝
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	72¾	69½	69½	70½	70½	70½
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	34½	----	34	33	----	33¾
" " 6s	108½	109½	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" pref.	41½	----	----	40¾	40½	40½
" " 6s '82	95½	95½	----	95½	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	22½	----	----	----	21	21
" " 6s '78	69	----	69	68¾	----	68
" " scrip	----	----	----	----	----	----
Union Canal, pref.	3½	----	----	----	----	----
" " 6s '83	----	----	25½	26	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal.	81	81½	----	81½	----	----
" " bonds	106	----	106	----	----	----
Arch street, (Horse)	----	----	22½	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	12	12	----	----	----
2d and 3d streets, "	----	----	----	----	----	----
Spruce & Pine, "	----	45	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.23.
Baltimore City 6s, 1875	----	----	113½	----	116	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	116½
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	115½	----	115½	----	----	----
" " " '80	115½	----	----	115½	----	----
" " " '85	115	----	----	115	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	----	----
" " " '95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.28.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	134½	----	----	135	----	----
Boston and Providence	----	----	----	----	----	----
Boston and Worcest.	----	----	----	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	66¾	----	----	----	----	----
Connecticut River	----	----	111	----	----	----
Eastern, Mass.	105	105	105	105	105¾	105½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	----	----	----	----	----	124
Manchester & Lawr'ce.	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	89	----	----	----	90	----
Old Colony and Fall R.	126½	127	----	----	----	----
Ph., Wil. & Baltimore	74¾	75	75	75	75	----
Portl'd, Saco & Ports.	----	----	112	----	----	----
Vermont & Canada	----	----	----	----	----	114
Vermont & Mass.	----	42	----	----	43	----
Western	----	----	----	----	----	----
Broadway (Horse)	----	----	----	----	----	61
Cambridge "	----	----	----	----	----	----
Metropolitan "	----	63¾	----	----	----	62½
Middlesex "	80	80	80	----	----	80
Central Mining Co.	----	----	----	65	----	----
Franklin "	50¾	52	----	----	52½	52½
Isle Royale "	20	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	39	----	40	40½
Pewabic "	64	65	65½	65½	66½	67
Pittsburg "	----	----	----	----	----	----
Quincy "	----	96	95½	----	95	----
Rockland "	----	13½	----	----	----	13

London Stock Exchange.

The following were the closing prices for American Securities on the 15th of June:

Maryland 5s	67	to	69
United States 6s, 1881	56	"	60
Do. 5s, 1874	54	"	56
Virginia State 5s	45	"	48
Do. 6 per cent.	32	"	34
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., Pennsylvania do. do.	72	"	74
Erie shares, $100 (all paid)	52	"	54
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1859	55	"	60
Do., 7s, 3d mort., 1883	55	"	60
Do., 7s, 4th mort.	50	"	55
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	75	"	80
Illinois Central 7s, 1875	58	"	62
Do. do. $100 shares, $90 paid, dis.	35	"	33
Do. do. $100 shares, all paid	59	"	61
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82 x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	52	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	60	"	65
Do. do. $100 shares	63	"	65
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	30	"	35
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, July 2, 1864.

Stock Exchange and Money Market.

Our remarks on the subject of bank inflation have as we are glad to notice, attracted the attention and comment of our cotemporaries of the Press. And there is no subject just now which better deserves them, for if we ever hope to get back to a specie basis, the banks of the country must stop their excessive discounts and withdraw, or be made to withdraw their excessive circulation. Inflation is due to both these causes. It is to be remembered that there is an essential difference between the operations of the Government and those of the banks. The former issues its promises to pay for real value received, for a good consideration, the very best it is possible to offer, viz., the maintenance of the Union, the constitution, the integrity and nationality of the republic, and to destroy the rebellion, wicked and bloody which has endangered its existence. The banks on the contrary, are engaged solely in the business of making money, and if they exchange their promises to pay for the promises to pay of their customers, it is but paper for paper, and with a certain amount of risk as they often find out from experience. Their profit arises in loaning their deposits and their own notes, whenever they can do so, and in keeping them out. Expansion is their business, their advantage and success; and when by a suspension of specie payments they escape the responsibility of redemption, and the penalties of non-redemption, it is a state of things which affords them the largest profits, and an almost entire mastery over the currency, as well as all the financial operations of manufactures and commerce.

The intervention of a National currency, which in such times as these is next best to the gold and silver which have become commodities, like diamonds, as being too scarce and too much in demand to pass from hand to hand as money of circulation, has changed the position of the State banks, and imposed upon them the obligation of redeeming their issues in legal tenders, but even this redemption is scarcely attempted. The institutions most clamorous against Government inflation can neither redeem their issues in gold and silver, or legal tenders, and resort to all sorts of shifts and expedients to meet their balances, both at the clearing house and with their customers.

That these banks are not acting loyally to the country is evident. Even in this city where the elder institutions under the lead of some very honest but not all very sagacious managers have attempted to drive all money out of use but their own unredeemed if not irredeemable issues; the business of inflation goes on. The weekly averages on the 25th of June, of our associated banks show what a week's business had been. The specie in their vaults during the week had decreased $915,393. The whole amount of specie on hand was $16,270,000 less than it was on the same day a year ago, it then being $38,271,202, while the circulation was only one million less than it was then, with that large amount of specie on hand. The circulation of these city banks when they had over 38 millions of coin to meet it, was $6,004,177, and now when they have but $22,016,291 on hand, their circulation has only been reduced about $954,720! Notwithstanding, the operations for the week ending June 25th, show that though the specie had decreased nearly a million, and the deposits had decreased $10,672,783, the loans had increased by $1,303,439. We really think that the inconsistency which these bankers display, lessens the confidence we might otherwise place in their opinions. We repeat it therefore, that if we wish to repress any further inflation of paper, the banks must be taken in hand, and compelled by popular sentiment, if not by law, to keep within proper bounds.

We notice that our remarks on the condition of the banks of Pittsburg, drew forth a reply from the President of the Merchants' and Manufacturers'. This statement, while it corrected the amount of circulation as stated in many journals, showed a condition of affairs by no means brilliant; a circulation of nearly twelve hundred thousand dollars on a capital of six hundred thousand, and only about one hundred and sixty thousand dollars of specie in its vaults. Its whole

surplus, if every dollar of assets was realized, would only be about $180,000, while if the assets in Government securities which it put forth ostentatiously, were converted into gold at their present rate, the bank alluded to would be unable even to repay its capital to its stockholders by many hundred thousands of dollars. As long as no redemption either in money or legal tenders can be enforced upon the local banks, so long will they run riot with their circulation, offering it to the most daring speculators, rather than to the most conservative dealers; if not frequently operating in stocks and gold for their own account, or that of their officers; as we have known some banks in the country to do in former years of excitement and speculation.

The operations of the Treasury are understood to be of an important but conservative character. Mr. Chase is steadily pursuing his policy of contraction, though he does not seem to be followed in it by the banks. When the day comes that the popular currency of greenbacks disappears, and we are driven to the use of the fifteen hundred different kinds of local bank notes, the value of which no one but a skilful broker ever knows, we shall learn the difference to our cost and discomfort. We believe that if the local bank notes were to disappear to-day from the public eye, that the present Government issues of legal tenders could be maintained in circulation at the par of gold without much difficulty. They would then be no more than 5 per cent. of the census value of the real and personal property of the country as it was in 1860, and which has in the past four years increased over 50 per cent., strange and unexpected as the statement may appear.

Mr. Chase has concluded to offer the remainder of the new loan, about 33 millions to bidders, at 104 and upwards. There is a certain class of newspaper people who have unfortunately the control of presses, who are nothing if they are not critical: whose business is to pull down, never to build up; architects of ruin only, who travel on a path which is lighted by the torches which they seize from the conflagration of the National edifice. "The course," say these men, "the course of Mr. Chase tends to weaken confidence;" a most unfair and untrue assertion. What loss of confidence is there when he has negotiated twelve hundred millions of loans, at a time, and during a period when no European Government could possibly have raised so much money for themselves, and when our Government currency is sought for in preference to all others; when it is so scarce that the banks are unable to pay their depositors in it, and when it is almost constantly at a premium when required in large sums. It is idle to talk of a want of confidence when such facts as these are observable by the poorest vision. Nor is he to be blamed for the varieties of the securities he has offered to capitalists. No one supposed the war would have lasted as long as it has; nor would it, if it had been more ably conducted. When the Secretary of State again and again said, and no doubt believed what he said, that the contest would end in sixty days, Mr. Chase could not foresee how much money would be required for its expenditures.

If he had proposed a loan at the start of fifteen hundred millions, there would have been a general outcry from the timid and the disloyal, and it could not have been obtained, so disproportioned was the sum to the probabilities and necessities of the hour. He was forced both by circumstances and by economical foresight to adjust his loans to the demands of the day. All Governments have to do the same thing. That of Great Britain has always adopted the same course of conduct. The grumblers at Mr. Chase's variety of securities must know or at least ought to know that British securities are quite as numerous in form and tenor as ours. They consist of three per cents, three and a half per cents, four per cents, five per cents, perpetual annuities, terminable annuities Consols (or a consolidation of annuities,) Exchequer bills, and the unfunded debt, and are by no means as simple in their arrangement as our own. More than this we have never defaulted in the payment of the interest of our debt in gold at any time and the British Government has. How absurdly and how ignorantly then do these fault finders talk of our securities! Congress has just provided further means for the Treasury when the present loans are exhausted, by authorising a new one for four hundred millions two hundred of which if we understand the bill, may be 7-30's with interest in currency, not legal tenders. So also provision has been made for a further levy of soldiers, to fill up our ranks and to continue the contest till victory and and union crown our efforts. For this is the temper and this the determination of the twenty four millions of loyal people, who will not consent that three millions of infuriated confederates shall destroy their cherished institutions. This is now the final issue, and it must be met. The men who advocate a disgraceful peace are the worst enemies of the American people.

The gold market has been rampant, as will appear from our quotations. Those in want of gold are in no way hindered from buying it by the new law, but those who are gambling in it, are. It is a curious subject for reflection, what do the sellers of gold do with the greenbacks or local currency, which they have been receiving within the last few days at the rate of 240 or 50 per dollar in gold. What do they with the currency they receive on their own terms? It must be put to some use, but how it is used no one seems to know, unless it is sent to the confederates to support the rebellion, and where it is by comparison almost as good as gold. We are unable to trace the operations of the parties alluded to, for there is a want of apparent sagacity in their movements not easily explained. It seems to be thought that a foreign loan has been negotiated to some extent on favorable terms. If so we hope the proceeds will be brought to this country in the precious metals direct. Drawing bills on it in our opinion produces no moral or political effect. The Bank of England should be made to feel our strength, and through it those blockade runners who have been decrying our cause, our credit, and our character. The total exports of gold and silver, bullion and specie for the first four months of the present year from Great Britain, amounted to £5,668,217, while the total imports for the same period were only £5,553,504. Thus showing that notwithstanding that country receives all our specie, she now keeps none of it, and if brought to the same condition with ourselves, that is to say if she was drawn upon in the same manner and to the same extent that we are, she would suffer as much as we do. For she has no gold in her mountains, and no sixty or seventy millions coming forth annually from her soil as we have. The money she gets from Australia is colonial money and first belongs to the miners who dig it out, and after she gets it from them by sending them their clothes and beer, she cannot keep it but is forced to pay it out again to the semi-barbarous people of Egypt and China, and the strange people of India, the former having received already during the present year £755,761, and the latter £2,-293,805.

So that if Mr. Chase would bring the proceeds of his foreign loan direct to New York, the very act would change the whole financial relations between us and Great Britain; it would upset all the financial calculations of the Bank of England, and the persistent intrigues of our foreign enemies. If fifty millions could be shipped to the United States the next two months, the whole character of these would change to our immense immediate advantage. That sum could not be withdrawn from London without making us masters of the situation.

Money is dearer than it was some weeks since, forcing securities into the market at lower than previous rates, and there is very little doing in Exchange. The Assistant Treasurer reported his balance on Tuesday at $21,681,068.

The Import Entries of the past week amount to $6,498,893, against $2,545,129 same week last season. The Export Clearances of Domestic Produce amount to $5,836,881 against $2,549,154 same week in 1863. The Export of Specie is $1,-296,000, against $134,000 same week last year. The Customs for the week are $680,000.

It appears officially that the revenue from the customs will this year be $100,000,000; a complete reply to those who say Mr. Chase has no gold at his command. Our readers will find the quotations of the past week full and complete.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Illinois coupon bonds, 1879, 103½; do., 1870, 102; North Carolina 6s, 59; Michigan 7s, War Loan, 105; Joliet and Chicago R. R., 104½; New Jersey R. R., 165; Pitts., Ft. W. and Chi. scrip, 110; At. and Gt. Western (Ohio div.,) 1st mort., 99½; Marietta and Cincinnati 1st mort., 105½; Milwaukee and St. Paul 1st mort., 100; Peninsula R. R. 1st mort., 98; Mariposa 1st mort., 103; Hamp. and Balt. Coal, 109½; Central Coal, 70; Gregory Consol. Coal Co., 25; Nicaragua Transit, 8; Bucks Co. Lead, ¾; Quartz Hill gold, 13; Atlantic M. S. S. Co., 176; Copake Iron, 10; Bank of State of New York, 110; Ocean Bank, 97½; 4th National Bank, 97; American Exchange Bank, 119.

Philadelphia.—Allegheny Co. coupon, 5s, 85; do., scrip, 81; Reading mort. 6s, 1880, 115; Huntingdon and Broad Top, 35; do., pref., 43; 5th and 6th streets, R. R., 64½; Union Canal, 2¾; Fulton Coal, 8; New York and Middle Coal Fields, 19¾; Green Mountain, 6; Locust Mountain, 75; Tremont Coal, 15; Big Mountain Coal, 8; New Creek, 1⅜; Clinton, 1; Bear Valley, 18; McClintock Oil, 5; Feeder Dam, 1⅛; Oil Creek, 5¾; Maple shade, 10¾; Perry, 5¼; Irwin, 4½; Phila. and Oil Creek, 1⅜; Densmore, 4¼; Olmstead,

3½; Belzell, 5⅝; Continental, 2; McElhenney, 4¾; Union, 2½; Rock Oil, 3¼; Noble and Delamater, 18¾; Howe's Eddy, 1; Penn. Copper, 10⅛; Empire, 7; Connecticut, 1¾; Mechanics' Bank, 28½; Commercial Bank, 56; Consolidation Bank, 34; Girard Bank, 46⅝; City Bank, 55; Western Bank, 80. The latest quotations are: City 6s, 103⅝@104¼; do., new, 106¼@106½; State 5s, 100½@101; do., coupon 102¾@103¼; do., 6s, 1879, 107@107½; Phila., Wil. and Balt., 73; Reading, 69⅞@70; do., 6s, 1870, 108@108¼; do., 1886, 140@140¼; Camden and Amboy, 191@192½; Pennsylvania R. R., 73@74; do., 1st mort., 119@119½; do., 2d mort., 115@115¼; Little Schuylkill R. R., 49½@50; Morris Canal, 90@90¼; do., pref., 140@141; do., bonds, 109¾@110½; do., 2d mort., 104@105; Wyoming Valley Canal, 82; do., 6s, 105½@107; Susquehanna Canal, 20½@21; do., 6s, 67½@68; Sch. Nav., 29@30; do., pref., 40@40⅜; do., 6s, 1882, 95½; Union Canal pref., 3½; do., bonds, 24¾@25½; Delaware Div. Canal, 43@43⅛; do., bonds, 104@105; Elmira and Williamsport, 35@37; do., pref., 53@55; do., 7s, 1873, 113½@114; do., 10s, 78@78½; Beaver Meadow, 95@107; Long Island R. R., 47@50; Lehigh Coal and Navigation, 80¼@81; North Pennsylvania, 33@34; do., 6s, 106½@106¾; do., 10s, 121@124; Philadelphia and Erie, 33¾@33⅞; do., 6s, 110; Minehill, 64@64½; Catawissa, 20@22; do., pref., 41@41½; Lehigh Valley, 125@135; do., bonds, 110@115; Fifth and Sixth streets, (horse,) 64@65; do., 7s, 109; Second and Third, 72@75; do., 7s, 112; Race and Vine, 10@15; West Philadelphia, 72@73; Spruce and Pine, 42@45; Green and Coates, 38½@39; do., 7s, 110@110¼; Chestnut and Walnut, 63@65; Arch, 29¾@31; Thirteenth and Fifteenth, 30@33; Seventeenth and Nineteenth, 16; Girard College, 30½@31½; Tenth and Eleventh, 50¾@51; Norristown, 61@61¾.

Boston.—Northern (Ogdensburg,) 1st mortgage, 108; do., 2d mort., 33¾; Eastern R. R. 6s, 1874, 107; Conn and Pass, River R. R. 6s 1876, 100¾; Vermont Central, 2d mort., 35; Boston and New York Air Line 6s, 68½; Cheshire R. R. 6s, 1880, 101¾; Mad River and Lake Erie 7s, 1866, 73¾; Pittsburg, Maysville and Cincinnati 1st mort., 61½; Broadway R. R., 61; Cape Cod R. R., 70; Chelsea, 48; Vermont and Canada R. R. scrip, 82¼; Maine State 6s, 100; New Hampshire 6s, 1868, 100; Massachusetts 6s, 1876, 133¼; do., 5s, 1883, 122¾; Rhode Island 6s, 1882, 100; Vermont 6s, 1876, 100; Chicago 7s, 1882, municipal, 109; Bangor 6s, 1874, 102; Hartford 6s, 1881, W. L., 109¾; Boston 5s, 1883, 124; Bath 6s, 1891, 100; Boston Water Power Co., 43¼; Union Steamship Co., 168; Essex Co., 102; Franklin Coal, 108; Short Mt. Coal, 50; Gilbertson Coal, 100½; Saco Water Power, 170¼; Chaudiere Gold, 2⅝; Stewart Gold, 75c.; Boston Gas, 850; Cambridge Gas, 104½; South Boston Gas, 102; Bank of Commerce, 103½; 1st National Bank, 117; 2d National Bank, 123½; 3d National Bank, 100; Massachusetts Bank, 112¼; Atlantic Bank, 95; Merchants Bank, 103½; State Bank, 72; Tremont Bank, 117¾; Shawmut Bank, 102¼; Bunker Hill Bank, (Charlestown) 126½; Traders' Bank, 98; Exchange Bank, 123; Boston Bank, 73; Freeman's Bank, 103½; Acton Mining Co., 2¾; Arnold, 2; Albany and Boston, 19; Algomah, 3½; Albion Gold, 2¼; Bay State, 19; Bedford, 1¼; Black River, 50c.; Colorado Gold, 3¾; Concord, 4½; Chebucto Gold, 72½c.; Copper Falls, 38; Canada, 8; Essex, 19c.; Grand Trunk, 69c.; Great Western, 5; Huron, 36; Humboldt, 10¼; Hancock, 12¼; Manhattan, 9; Mesnard, 9¼; Macomb Lead, 3¾; Native, 2; Ottawa, 55c.; Phœnix, 23; Penn. 10½; St. Clair, 9; Star, 7; Winthrop, 6; Wickham, 50c.

Baltimore.—N. W. Va. 1st mort., 114; Central Ohio 4th mort., 60; City Passenger R. R., 24; George's Creek, 113; Bare Hill, 4.40; Atlantic Coal, 1.50; Mineral Hill, 3.10; Am. Gas Coal, 2.15; Santa Clara, 25¾; Balt. Chrome, 2.80; Canton 39½; Maryland Copper, 1.20; Farmers and Merchants Bank, 40¾; Citizens Bank, 11¾; Franklin Bank, 11½; Bank of Balt., 105½. The latest quotations are: Balt. and Ohio, 110@116; do., 6s, 1867, 105; do., 1875, 115@118; do., 1880, 115@——; do., 1885, 115½; Northern Central, 61@62; do., bonds, 1885, 110@112; N. W. Va., 16@20; do., 1st mort., 114; do., 2d mort., 103¼; do., 3d mort., 35@41; do., guar., 105@110; Marietta and Cincinnati 7s, 1892, 107@108½; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@63; do., income 1857–'60, 35@42; Western Md. bonds, 91¼@92; do., guar., 111@113; Maryland 5s, 95@100; do., 6s, coupon, 1870, 112½; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 116; do., 1886, 114½; do., 1890, 116; do., coupon, 115@115½; do., 5s, 1838–'70, 93@96; City Passenger R. R., 23@24¼; Canton Co., 39½@42½; Gardner, 75@1.00; Guilford, .28@.40; Maryland, 1.00@1.20; North State, .10@.20; Rudisell, .65@.75; Silver Hill, .20@.30; Springfield, 2.00@2.45; George's Creek, 118@116; Santa Clara, 25¼@26; Baltimore and Cuba Smelting and Mining, 175@225; Balt. and North Carolina, .20@.40; Balt. Chrome, 2.50@2.75; Bare Hill, 4.40@4.50; Atlantic Coal, 1.45@1.55.

What is Taxable Income.

A Deputy Commissioner of a revenue district in Illinois has undertaken the function of deciding what is income in a most extraordinary manner. One of the assessors in that region made the following statement:—"A person some twenty years ago, purchased a piece of land at a cost of $1000, and sold about one-fifth of it last year for $20,000." Is this profit, income? The assessor replied where real estate has risen in value since its purchase the increase must be considered income to the owner. The only question is, shall this appreciation be taxed as income each year of its accrument, or shall the Assessors wait until the property be sold and the absolute profit be realized before he considers it income? To assess the nominal appreciation of property year by year would be to assess an amount vague and uncertain, and frequently valueless to the owner. Such a course would be fruitful of bickering and dissatisfaction, to say nothing more. The Assessor was directed to assess the profits realized.

We have no doubt this decision will be overruled at once. It is a sheer piece of absurdity. The improved value of the property, if actually realized, at once became capital, existed in some other form of property, as bonds or mortgages or other real estate or securities, and became taxable to such amount. To tax it as income was to subject it to double taxation and pervert the meaning of words and the usages of business.

The Unadilla Times says that Mr. Marsh, one of the contractors on the Albany and Susquehanna Railroad, has been given the general charge of the whole work, as far as let, from Central Bridge to the Tunnel—and if any one of the contractors fail to fulfil their obligations he goes on with the work himself. The difficulty of obtaining laborers at any price is a serious drawback to the speedy completion of the road.

☞ Messrs. Stone, Quigley and Burton, of Philadelphia, have entered into a contract for the erection of a new military suspension bridge over the Alleghany River at Franklin, Venango County, Pa. The bridge will be 720 feet long, and 18 feet in width of roadway. The design will be made by John W. Murphy, Civil Engineer, who is the inventor, and it will be similar to the bridge over Ganley River, Western Virginia, erected by the Government in 1862.

Washington County R. R.

We understand that next week the route for the Washington County Railroad, which is to run from Knoxville or Weverton, on the Baltimore and Ohio Railroad, to Hagerstown, will be surveyed by a Surveyor appointed for the purpose, and the route located, that it may be immediately put under contract with a view to an early construction.

☞ A special meeting of the Directors of the Pittsburg, Fort Wayne and Chicago Railway Company is called for the 11th of July at Pittsburg. One of the objects of the meeting is reported to be to declare a dividend of 2½ per cent. for the quarter ending July 1.

The Madras Railway.

In another place we give an abstract of the financial condition of the Madras Railway, its various lines and connecting Branches. It appears that the South West line connecting Madras on the Coromandel coast with Beypoor in the interior a distance of 406 miles is now passed by rail and has been in use for two years, has been maintained in good order and is in regular working condition. On the southern part the defective sleepers had been renewed for near three-fourths of the distance, iron sleepers being principally if not entirely adopted.

On the Bangalore branch forming part of the South Western line the progress has not been quite as rapid as was expected from various causes of no permanent disadvantage, while the most difficult part, the ascent through the mountainous lands of Mysore has been completed and trains have passed over it. It was expected to be finished in November of the present year. Great expectations are formed of the remunerating character of this part of the line. Bangalore, the terminus, is the capital of a fertile and prosperous country, and the principal military station in that part of India.

The Salt Cotaur Branch is completed and the regular traffic has commenced.

On the North West line no extension has been made, and the distance worked this year is but 41 miles, the same as the last half year. Twenty-five miles of additional length were nearly finished and it was anticipated that the whole line to Cuddapa would be ready the present season.

The direction of the line from Cuddapa was not yet determined on, whether to Hyderabad as proposed by the Great Indian Peninsula and the Bombay Government, or as was originally proposed through Gooty and Bellary to Moodgull to meet the Bombay line. On the North West line iron sleepers were used exclusively and every day's experience proved them to be very greatly superior to wooden sleepers.

At the end of the year 1863 there were finished of the Madras railway (two lines) 450 miles and open to traffic, and in the course of the present year there would be added 200 miles more, making in all 650 miles. The Bangalore branch was to be in complete running order in the present July.

☞ *The Lake Superior News and Journal*,—says: "We learn that the Mineral Land Company has sold all their lands in Marquette County, over 30,000 acres, to the Peninsula Railroad Company, or to individuals connected with it. It is known that immense deposits of pure iron ores exist in many places upon these lands, and that more will be found in the development of the country. It also gives them timber for three or four blast furnaces, with an abundance of ore to supply them from the mines from which they will ship. This purchase places the Peninsula Road upon a basis so firm and strong, so far as business is concerned, that there is no longer any question upon that score, as it gives them the ore to furnish it a business themselves. As a whole it is a most valuable tract of land."

Pittsburg and Connellsville Railroad.

At length there is some prospect of the completion of this work to Cumberland, the point originally designed for its terminus. A circular issued by the board of directors of the company, at a meeting held on the 11th of June, authorizes the president of the company to contract for the graduations, masonry and ballast of the eighty-six sections of the road between Connellsville and this point, with parties from whom proposals have been received, "subject to the removal of any legal difficulties which exist or may occur to prevent the immediate prosecution of the work." Among the parties who have made proposals, we notice the not unfamiliar names in railroad contracting of our fellow-citizens, John Humbird and James Reynolds, Esqs. Mr. Humbird, in connection with Mr. Hitchcock, of New York, offers proposals for the 115th, 116th and 117th sections of the road, and Mr. Reynolds for sections 59, 60, 61, 62, 63 and 64.—*Cumberland (Md.) Alleganian.*

Delaware and Hudson Canal Company.

In pursuance of authority given at a meeting of the stockholders of the Delaware and Hudson Canal Company, held on the 21st of April last, there will be apportioned among such persons as shall be stockholders in the said company on the 12th day of July inst., twelve thousand five hundred shares of new stock, in the ratio of one share to every six shares of stock then held by each stockholder. Certificates of stock so apportioned will be ready for delivery to those entitled to the same on and after the 1st of August next. No scrip will be issued for fractions of a share; but the number of shares representing the aggregate of such fractions will be sold at public auction on the 26th day of July, and the net proceeds will be paid to the stockholders on and after the 1st of August, according to their respective interests. The Government tax on the above mentioned apportionment will be paid by the company.

Petroleum Railway Signals.

Mr. J. T. Hall, the gas engineer to the London and Northwestern Railway Company, has been directing his attention to the burning of mineral oils for signal purposes, and the lighting of railway stations; and, after a series of experiments, has succeeded in "constructing a signal lamp and lantern in which petroleum may be used with perfect safety, and a brilliant and uniform light be obtained. The light is not affected by gusts of wind. It is already in successful operation at several of the stations on the London and Northwestern Railway. In addition to its employment for railway signals, it may also be used for lighting coal and other mines, lighthouses, and similar places. It is said that whilst the new petroleum lamp gives a large excess of illuminating power, the actual cost, as compared with other oils, is less by upwards of 50 per cent."

Railway Bridge Across the Susquehanna.

This grand railway structure is in rapid progress. The whole length of the bridgee will measure 3,100 feet, will have thirteen piers, one-half of which will rest upon pile foundations, and the other upon the solid rock, eleven spans, each 250 feet in length, and two draw spans, each 75 feet. The piers generally are 8 feet wide and 24 long on the square, whilst the two at either end of the draw are 12 feet wide and 24 long. The centre pier on which the draw turns will have a circle of 24 feet in diameter. From ordinary low water to the foot of the arches will be 18 feet, and from ordinary low water to the bottom chord, 26 feet. The height of truss will be 25 feet, and the bed of track will consist principally of the usual crossties. The piles are driven into the bed of the river by a powerful Steam Engine, the granite is obtained in huge blocks from the extensive quarries at Port Deposit, and divers in marine armor, render valuable assistance in the construction of the piers.

☞ Mr. E. F. Satterthwaite's circular of June 11 says that at the London Stock Exchange American securities are in request. "The chief feature has been the demand for United states five-twenty bonds, considerable amounts having been taken on continental account. In railroad shares operations have been on a limited scale, and we have to report a decline of $4 in Illinois and $2 in Eries. There has been more inquiry for the bonds of the Atlantic and Great Western Railway, consequent on the desire to secure the July coupons now advertised to be paid on the 1st proximo."

☞ The Legislature has legalized the action of the Supervisor, Town Clerk and Justices of the Peace of the town of Oyster Bay, Queens county, in issuing four bonds of said town, of five hundred dollars each, for the purpose of procuring substitutes for indigent men of family, drafted and accepted as soldiers from said town. The money to pay the interest upon said bonds as it accrues, and the principal at maturity to be assessed upon said town.

South Side Railroad.

By the act of the Legislature of this State passed April 20, 1864, the period allowed for the completion of the South Side Railroad of Long Island is extended for the term of two years from the passage of the act.

Hudson River Bridge.

AN ACT to amend chapter one hundred and forty-six of the laws of eighteen hundred and fifty-six, and chapter four hundred and fifty-four of the laws of eighteen hundred and fifty-seven, authorizing the construction of a bridge across the Hudson River at Albany. Passed April 20, 1864; three-fifths being present.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Hudson River Bridge Company at Albany is hereby authorized to remove the site of its bridge from the place now located for the construction thereof, to a line running across the Hudson River, under the provisions of this act, south of the north boundary line of the city of Albany, and not more than one hundred feet north of the north line of Lumber street in said city, at a proper height of not less than twenty feet above ordinary common tide water, to be ascertained and fixed by the State Engineer and Surveyor as hereinafter provided.

§ 2. It shall be the duty of the State Engineer and Surveyor, when requested so to do by the said corporation, to ascertain and fix upon the proper place for the construction of said bridge across said river, and also upon the proper height thereof so as to comply with the requirements of this act. The determination of the State Engineer and Surveyor in regard to the location and height of said bridge shall be reduced to writing and signed and acknowledged by him, and filed in the office of the Clerk of Albany County, and thereupon said corporation shall have the right to proceed in the construction of such bridge at the place so located therefor, and shall not be restrained by any court or office, by injunction or otherwise, in the work of such construction, unless such injunction shall be granted by the Supreme Court sitting in a judicial district of this State, at a general term of said court, nor unless at least eight days' previous notice of the time and place of the hearing of the application for such injunction shall have been served upon said corporation, with the papers upon which such application shall be founded, and application for such injunction may be made as aforesaid at a general term, in any judicial district in the State.

§ 3. This act shall take effect immediately.

New Blast Engine.

We have on a former occasion drawn attention to the recently-patented blast engine of Mr. H. C. Coulthard, of the Park Ironworks, Blackburn. We are now enabled to lay before our readers the results of the working of one of the engines, which has been erected by Messrs. Coulthard, at the Stanton Ironworks, near Nottingham. The engine has an air cylinder 56 inches in diameter, and a steam cylinder of 21 inches in diameter, both having a clear stroke of 3 ft., and with pressure of steam in the boilers of 40 lbs. per square inch, and with the engine making only 35 revolutions per minute, or at the rate of 200 feet per minute, a pressure of blast is uniformly maintained, at 3½ lbs. per square inch, in sufficient quantity for the furnace of 15 feet diameter at the boshes. The proper speed of the engine is about 50 revolutions per minute; it is, therefore, evident that with the increasing speed increased amount of air would be obtained. The action of the India rubber ball-valves is perfect, as they can be constantly seen at work, rising and falling with great freedom. One curious fact in connection with these ball-valves may be mentioned—that as they rise from their seats they turn partially round by the action of the air; this action gives them great durability, as the valve never beats twice consecutively in the same place.—*London Mining Magazine.*

☞ John F. Blandy, Esq., has been elected President of the Little Schuylkill Railroad Company, to supply the vacany caused by the resignation of A. Derbyshire. Mr. D. was subsequently elected a Manager to serve in place of W. C. Houston, resigned.

☞ A special meeting of the stockholders of the Philadelphia and Erie Railroad Company was held in Philadelphia on the 25th ult., at which 28,600 shares of stock were voted, all of which were for the resolution instructing the board of managers to aid in the immediate construction of a railroad from the most eligible point to the oil region.

Railroad Earnings--Weekly.

The earnings of the Chicago and Alton Railroad Company for the week ending June 23, were:

	1864.	1863.
Passengers	$19,265 03	$20,882 71
Freight	35,382 49	22,576 64
Sundries	2,758 60	1,999 56
Total	$57,356 12	$45,458 91
Increase 1864		$11,897 21

The traffic of the Great Western Railroad for the week ending June 17, 1864, was as follows:

Passengers	$30,389 66
Freight and live stock	24,104 77
Mails and sundries	2,126 09
Total	$56,620 52
Corresponding week of 1863	43,679 12
Increase	$12,941 40

The earnings of the Grand Trunk Railway for the week ending June 18, 1864, were:

Passengers	$34,000 90
Express freight, mails and sundries	2,500 00
Freight and live stock	69,742 94
Total	$106,243 84
Corresponding week, 1863	83,751 03
Increase	$22,492 81

The earnings of the Montreal and Champlain Railroad for the week ending June 18, 1864, were $5,617 61
Corresponding week of previous year 4,498 79
Increase $1,118 82

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 18, 1864, were:

	1864.	1863.
Passengers	$2,696 75	$2,185 69
Freight	13,790 63	7,362 40
Express	104 16	75 00
Mails	296 58	296 58
Total	$16,888 12	$9,919 67
Increase		$6,968 45

Receipts from January 1st to June 14:

1864	$238,169 49
1863	144,893 24
Increase	$88,276 25

The earnings of the Michigan Central Railroad for the 3d week in June, 1864, were $60,583 50
Corresponding week of previous year 49,881 64
Increase $10,701 86

The earnings of the Michigan Southern and Northern Indiana Railroad for the 3d week of June, 1864, were $70,553 16
Corresponding week of previous year 50,875 08
Increase $19,678 08

The earnings of the Chicago and Rock Island Railroad for the third week in June, 1864, were $49,484 00
Corresponding week of previous year 43,948 00
Increase $5,536 00

The earnings of the Chicago and Northwestern Railway for the week ending June 14, 1864, were:

Passengers	$27,220 83
Freight	94,121 49
Mail	1,884 37
Express	384 17
Total	$123,610 86
Corresponding week of previous year	83,742 00
Increase, 47 per cent	$39,868 86

The Milwaukee and St. Paul Railway earned for the first two weeks in June $128,741 00
Corresponding week, 1863 62,587 00
Increase $66,154 00

The earnings of the Milwaukee and Prairie du Chien Railroad for the 2d week in June, 1864, were $53,709 00
Corresponding week of previous year 29,879 00
Increase, 73 per cent $23,830 00
The increase since Jan. 1, 1864 $297,052 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week of June, were:

	1864.	1863.
Passengers	$8,202 39	$4,170 26
Freight	8,874 95	4,854 03
Mail, express & telegraph	1,190 58	815 00
Total	$16,267 92	$9,839 29
This month to date	$48,817 77	$26,431 01
Total since Jan. 1	$431,165 57	$278,583 54

The Detroit and Milwaukee Railroad traffic for the week ending June 23, 1864, was $21,120 95
Corresponding week of previous year 16,797 64
Increase $4,323 31

Interest and Dividends.

The Terre Haute and Richmond Railroad Company have declared a dividend on the capital stock of six per cent., free of Government tax, for the six months ending May 31, payable to Eastern stockholders at the office of the Farmer's Loan and Trust Company, in New York, on and after July 5.

The Panama Railroad will pay, July 5, a quarterly dividend of 4 per cent., with 1 per cent extra from the earnings of the steamers.

The quarterly dividend of 1¾ per cent., free from Government tax, due July 4, on the Joliet and Chicago Railroad stock, will be paid on the 5th proximo, by the United States Trust Co.

The Worcester and Nashua Railroad Company has declared a semi-annual dividend of $2 50 per share, payable July 1, free of Government tax. The Providence and Worcester 4 per cent. The Hartford and New Haven, 3 per cent. The New Bedford and Taunton, 3 per cent. The Lynn and Boston, 4 per cent.

The interest on the bonds of the Mississippi and Missouri Railroad, maturing July 1, will be paid at the Corn Fxchange Bank, New York.

The July coupons of the first second and third mortgage bonds of the Columbus and Indianapolis Railroad, will be paid at the St. Nicholas Bank.

The July coupons of the St. Paul and Pacific Railroad 1st mortgage bonds will be paid, free of Government tax, at the office of E. B. Litchfield & Co., No. 18 William street.

The interest due 1st July to the holders of Indiana 5 and 2½ per cent. State stocks, will be advanced as heretofore, at the banking house of Winslow, Lanier & Co., No. 52 Wall street.

The interest coupons on bonds of the Brooklyn City and Newtown Railroad Company, due on the 1st of July, will be paid at the office of the company.

Stockton (California) City coupons, due and payable in New York in July, 1864, and January, 1865, will be paid in United States gold coin, on presentation at the Metropolitan Bank, New York City, on respective date.

Coupons of Dubuque and Sioux City Railroad first mortgage bonds, and coupons of Dubuque and Southwestern Railroad, first mortgage preferred bonds due July 1, 1864, will be paid less Government tax, by M. K. Jesup & Co., 59 Exchange Place.

Coupons of Chicago and Alton Railroad first mortgage bonds, and coupons of Joliet and Chicago Railroad first mortgage 8 per cent. bonds, due July 1, 1864, will be paid, less Government tax by M. K. Jesup & Co.

The coupons of the first mortgage bonds of the Sacramento Valley Railroad Company, due July 1, 1864, will be paid in gold coin, less 3 per cent. U. S. tax, at the office of Schuchardt & Gebhard.

The holders of the Dayton and Michigan Railroad Company's mortgage bonds are notified that the interest coupons falling due on the first day of July, 1864, and signed P. Smith, Secretary, will be paid at the Bank of America, and the coupons of said bonds maturing on the first day of July, 1864, and signed J. G. Telford, President, will be paid on presentation at the office of Winslow, Lanier & Co.

The coupons due July 1, 1864, of the 1st mortgage bonds of the Allegheny Valley Railroad Company, will be paid on presentation at No. 300 Walnut street, Philadelphia.

The coupons of the bonds of the Frankford and Southwark City Passenger Railroad Company, due on the 1st of July, will be paid at the Girard Bank.

Coupons due July 1, on Chicago City Municipal Bonds, Chicago City Water Loan Bonds, Albany City Six Per Cent Bonds, will be paid by Duncan, Sherman & Co.

The coupons of the Evansville and Crawfordsville (late Evansville and Illinois) Railroad Bonds, due on the 1st of July next, will be paid at the office of the Farmers Loan and Trust Company.

The coupons on the bonds of the Housatonic Railroad Company due July 1, 1864, will be paid at the office of Messrs. Ketchum, Son, & Co. No. 40 Exchange-place, New York, or at the Treasurer's Office in Bridgeport, Ct.

The July interest on Kansas State bonds for 1864 will be paid at the Metropolitan Bank, New York city.

Coupons due July 1, 1864, from bonds issued by the Galena and Chicago Union Railroad Company will be paid at the office of H. H. Boody & Co., No. 8 Wall street.

The Preston Coal Co. have declared a quarterly dividend of 2½ per cent. The Ebervale Coal Co., 6 per cent. The Lykens Valley Coal Co., 5 per cent. The Westmoreland Coal Co., 5 per cent. The Isaac's Harbor Gold Co., of N. S., 1 per cent. for the month of June. The Maple Shade Oil Co., 3 per cent for the month of June.

Interest on the Public Debt of Illinois will be paid by the State Treasurer at the Am. Exchange Bank in this city from the 5th to the 20th July. After that only at the office of the Treasurer at Springfield, Ills.

Common Carriers.—Loss of Baggage—Delivery of Check.

The case of Hickox *vs.* The Naugatuck Railroad Company, involved the consideration of a question of practical importance which occasionally arises in connection with the liability of railroad corporations as common carriers. As we have from time to time suggested in these articles, the liability of a warehouseman is far less extensive than that of a carrier. In some cases it is possible for carriers to show that at the time of the loss of baggage or freight, they were acting merely as warehousemen, and not liable for losses except such as can be shown to have occurred from their negligence. Upon these questions some nice distinctions are drawn, and it is not always easy to harmonize the decisions.

The present action, the latest that we have noticed, was brought against the defendants as common carriers, for the loss through their negligence of money and clothing contained in a trunk of the plaintiff. A jury having rendered a verdict for the plaintiff, the defendants moved for a new trial for error in the charge of the Court. The facts of the case sufficiently appear from the decision.

BUTLER, J.—This declaration is framed against the defendants for negligence in carrying and conveying the plaintiff's baggage, as incidental to his own transportation from Waterbury to Bridgeport. It contains no count, adapted to a recovery for negligence as a depositary.

On the trial the plaintiff claimed to have proof that he took his trunk to the station at Waterbury at 11 A. M., and requested that it might be checked for the next train, which started at 3 P. M., for Bridgeport; that he was informed that it was not their custom to check baggage until about fifteen minutes before the time when the train should leave, whereupon he left his trunk in care of the agent of the company in the baggage room of the station; and that at the customary time it was checked for him and put on the cars for Bridgeport, and that he went on the same train.

These facts were not denied except in a qualified manner.

The defendants denied only the receipt of the trunk for transportation before it was checked, and denied that it contained the missing articles when checked. It was rifled, after delivery to the company, but when and where did not appear.

On these facts the plaintiff claimed that the company were liable as carriers.

The defendants claimed, and asked the court to charge, that if the trunk was rifled after it was left at the station, and before it was checked, there could be no recovery in this action.

The court left it to the jury to say whether the trunk was received for transportation before it was checked, and of that no complaint is made.

But the court went further, and charged that if not received for transportation before checked, and it was rifled after delivery and before being checked, and by reason of the gross negligence of the defendants, or, in other words, if they found that the defendants held till checked as warehousemen, and incurred a liability as such, they were liable in this action. That we think was error. There is no count adapted to such a recovery.

But the error is not one which entitles the defendants to a new trial.

The facts stated in the motion and not denied, were sufficient to justify a direction by the court to the jury to render a verdict for the plaintiff. They show conclusively that the trunk was received for transportation.

The reasonable convenience of travelers requires that they have an opportunity to deliver baggage at any reasonable time before the departure of the train, and it is therefore the duty of a railroad company to keep an agent at all important stations to receive and take charge of baggage, Jordan *vs.* Fall River Railroad Company, 5 Cush., 69. For aught that appears such was the custom of the defendants and the agent who received the trunk was there for that purpose.

In respect to passengers the company are carriers merely, and the trunk an article which ordinarily accompanies the passenger. If nothing has been said therefore in respect to the purpose for which it was delivered and received by the agent of the defendants, its reception for transportation would be implied.

But the purpose and the hour were expressly indicated by the plaintiff, and it was received without objection, except that they could not then give him a check. Clearly it was received for the purpose indicated, and the time fixed when by their custom a check would be given him. The length of time which elapsed between its reception and the departure of the train could make no difference.

In the case of The Camden and Amboy Railroad Company *vs.* Belknap, 21 Wend., 354, trunks were left with the company in the afternoon of one day to go with the owner by the boat of next morning, and one of them was taken from the office of the company through the negligence of the clerk or porter, before the departure of the next boat, and it was holden that they were in the possession of the company as *carriers*, and that they were answerable as such. See also Redfield on Railways, 242–'3.

The custom of checking can have no effect upon the character of the delivery. That custom did not necessarily qualify the delivery and acceptance. The check is in the nature of a receipt, and may be given and received at any time when the convenience and custom of the company dictate. It is not the contract, but evidence of the ownership, delivery and identity of the baggage. It is the delivery and acceptance, the abandonment of all care of the baggage by the passenger, and the assumption of it by the agents of the carriers expressly or impliedly for the purpose of transportation, which fix the liability of the latter as such, and that liability begins when the baggage is delivered to the agent of the company for carriage. Redfield on railways, 246.

Inasmuch therefore as the plaintiff was entitled to a verdict upon the facts, and no injustice has been done, there can be no new trial on that ground.

But there is also error in respect to the amount of damages. The company were liable for money contained in the trunk required by the plaintiff for his personal use and traveling expenses. That is well settled and was conceded on the trial.

But their liability extended no further. The plaintiff admitted that sixty dollars of the money in the trunk was taken with him for the purchase of clothing. That money was in no just sense taken for traveling expenses or personal use. So the defendants requested the court to charge the jury, and we think they were entitled to such charge, in explicit terms, and that on that point the charge and verdict are wrong.

A new trial is therefore advised, unless the plaintiff remits the sum of sixty dollars, which he was not entitled to recover.

In this opinion the other judges concurred.

Madras Railway.

The half-yearly meeting was held on the 6th of May in the London Tavern; General Duncan Sim in the chair, when the report, of which the following is an abstract, was read:—No additional length of railway has been opened in the past half-year. There have been carried 651,072 passengers, against 559,186, and 123,526 tons of goods (exclusive of railway materials), against 71,183 tons in the corresponding six months of the preceding year. The receipts for the half-year ending 31st December amounted to 127,705*l.*, against 87,753*l.*, and the net receipts to 46,308*l.*, against 25,450*l.*, in the corresponding period of 1862. The increase in receipts of the half-year, as compared with the corresponding period, has been 45¼ per cent., while the net receipts have risen 82 per cent. The shipments from this country of materials, plant, and stores during the year 1863 amounted to 62,672 tons in 85 ships. The works on the South-West line have withstood satisfactorily the heaviest monsoon that has been experienced for some years. The permanent way is generally in good order. The progress made in substituting iron sleepers has enabled the engineer to reduce considerably the number of men employed and the expense of maintenance in the first division of the line. In the second division the process of replacement is going forward. The renewals in the third division are completed, but it still requires a good deal of ballasting and attention. The wooden sleepers on the west coast are replaced as they decay by better seasoned and selected timber, and trial is being made of Boucherie's process for impregnating and preserving different kinds of country wood, of the result of which accurate records are kept. The stations are all in good order. Unforeseen delays have prevented the opening of the Bangalore branch, but the end of July is the date now named for the completion of the works. Material trains have been running over the first 40 miles of the line, and little or nothing remains to be done on the remaining part beyond completing the laying of the permanent way, which was proceeding as fast as materials could be put down, and every exertion is being made to open throughout to Bangalore as early as possible. The electric telegraph of the South-West line is in good working order, and Bangalore has been placed in communication with Madras. The gross receipts from passengers traffic amount to 44,030*l.*, against 36,758*l.* for the corresponding half-year, showing an increase of 7,272*l.*, or 19¾ per cent. The goods traffic, exclusive of railway materials, weighed 107,010 tons, the receipts being 53,135*l.*, against 63,051 tons and 30,517*l.*, for the corresponding half of 1862. The total receipts for the half-year ending 31st December amounted to 121,089*l.*, the working expenses to 40,069*l.*, the maintenance of way to 37,948*l.*, leaving the net receipts 43,071*l.* The receipts per mile on the 406 miles open were 298*l.*, against 208*l.*, and per train mile 6s. 3¼d., against 4s. 11¼, the expenses being 4s. 0¼d. per train mile, against 3s. 6¾d. at the corresponding period of 1862. The net receipts amount to 43,071*l.*, against 24,114*l.* for the corresponding period, showing an increase of 78¼ per cent. The working expenses were 64.43 per cent., against 71.40 per cent. for the corresponding period of 1862. The result of further experience on the North-West line with the iron sleeper road is most satisfactory. It is in excellent order, and the cost of maintaining it has been under 6*l.* per mile per month for the half-year. The receipts on the 41 miles of this line open amount for the half-year to

6,616*l.*, against 3,424*l.*, for the corresponding period of 1862 on 35 miles open; the expenditure to 3,379*l.*, or 51 per cent. against 2,062*l.*, or 62 per cent. The capital account shows that 6,929,317*l.*, had been received, and 5,009,232*l.*, expended and allocated, leaving an unallocated balance of 1,920,085*l.*, of which 1,372,649*l.*, appears to have been expended, leaving 547,436*l.*—*The London Railway Times.*

Chicago & Great Eastern Railway Company,

SEVEN PER CENT

FIRST MORTGAGE BONDS.

The subscribers now offer for sale the remainder of the issue of SEVEN PER CENT. FIRST MORTGAGE BONDS of the CHICAGO AND GREAT EASTERN RAILWAY COMPANY, appropriated to the construction of their road from Chicago to La Crosse, Indiana.

The rails have all been purchased for the completion of the entire line, much below the present market value, and are now going forward to Chicago. The work is rapidly progressing and the Company expect to open the road for traffic early the ensuring Fall, forming a new and very short trunk line from Chicago to the Eastern markets.

The interest payable during construction has been provided, and is now on deposit with the Bankers of the Company. Apply to

SCHUCHARDT & GEBHARD,
No. 21 Nassau street,

M. MORGAN'S SONS,
No. 87 William street.

New York, May 21, 1864.

NOTICE TO CONTRACTORS.

SEALED Proposals will be received at the office of the Freehold and Jamesburg Ag. Railroad Co., at Jamesburg, N. J., until the 5th of July, 1864, for the Grading of the extension of the

FREEHOLD AND JAMESBURG AG. RAILROAD

from Jamesburg to near Dean's Pond, on the branch road of the Camden and Amboy Railroad, being about 6 miles.

Profiles and Specifications can be seen at the office of the resident engineer, I. S. BOKELEW, at Jamesburg.

WM. COOK, Chief Engineer.

THE PEOPLE'S GOLD AND SILVER MINING COMPANY,

AMADOR COUNTY CALIFORNIA.

CAPITAL, $500,000.

Incorporated under the laws of the State of California

TRUSTEES.

WILLIAM HEFFLEY, FRANK T. ALLING,
JOHN B. PILKINGTON, SAMUEL NEWELL,
HENRY A. REED.

WILLIAM HEFFLEY, President
SAML. NEWELL, Secretary.
JAMES M. PATTEE, Treasurer.

Shares, five dollars, no assessments. Office, No. 8 Pine Street, Room No. 4.

D. L. M. MOORE, Agent,
At the Office of the Company.

DUNBAR'S PATENT ANTI-FRICTION STEAM

PISTON PACKING,

SAVES 5 TO 20 PER CENT. OF FUEL.

Applied to NEW and OLD Engines,

By Hamilton E. Towle,

ENGINEER,

78 CEDAR ST., NEW YORK.

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, May 16th, 1864.

Loan of $3,000,000--Due 15th June, 1864.

NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.

JOHN V. L. PRUYN, Treasurer.

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

NO. 121 NASSAU STREET,

NEW YORK.

OFFICE OF THE MARSHAL CO., No. 24 WALL ST.

NOTICE is hereby given that at the drawing this day had of 25 bonds of this Company for redemption out of the Sinking Fund, the following were drawn, viz.: Nos. 18, 53, 68, 83, 88, 95, 99, 129, 168, 215, 224, 429, 459, 494, 594, 637, 772, 818, 891, 1068, 1167, 1335, 1357, 1364, 1489, and that the same will be paid in Gold on the 1st day of JULY next, on presentation at the office of the Company. Bonds must be presented for payment within ten days after the 1st day of July next, under penalty of forfeiture of the right of redemption under this drawing.

JOHN WATTS, Secretary.

New York, June 6, 1864. 8t-25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 14, 1864.

IN ACCORDANCE with a resolution of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the Company, No. 21 Nassau-st., for conversion into the scrip stock of the company.

L. A. CATLIN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, June 14, 1864.

DIVIDEND NOTICE.—The Board of Directors of the Illinois Central Railroad Company have this day declared a DIVIDEND OF FOUR PER CENT. free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as the holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August

7t-25 THOMAS E. WALKER, Treasurer.

OFFICE OF THE CHICAGO AND NORTHWESTERN R. R. CO.,
No. 8 WALL STREET, NEW YORK, June 3d, 1864.

HOLDERS of the capital stock of the Galena and Chicago Union Railroad Company are hereby notified that, by the terms of consolidation of that company with the Chicago and Northwestern Railway Company, their stock is to be exchanged for stock of the Chicago and Northwestern Railway Company, as follows: One share of the Chicago and Northwestern preferred stock and one share of the Chicago and Northwestern common, with three dollars in cash, for each share of the Galena and Chicago Union.

Exchanges may be made, and the money received at once, at the off of the Chicago and Northwestern Railway Company.

4t-24 H. H. BOODY, Agent.

THE THIRD NATIONAL BANK

OF THE

CITY OF NEW YORK.

Cash Capital, fully paid in.....$500,000.

Is now open for business at

No. 5 NASSAU ST., NEAR WALL.

This Bank will receive subscriptions for the

TEN-FORTY LOAN,

principal and interest payable in GOLD.

The usual commission of one-eighth of one per cent. allowed to Banks, Bankers, and Brokers. Special attention given to the conversion of 7-30s into Government Six Per Cent Bonds. Bills of all National Banks received on deposit at par, and uncurrent money at the usual rates of discount.

C. V. CULVER, President.
J. WYMAN JONES, Vice- President.
C. N. JORDAN, Cashier. 3m-24

BAIRD'S PATENT Incrustation Preventer,

AND REMOVER

FOR STEAM BOILERS,

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of

JAS. F. LEVIN,
23 Central Wharf, Boston.

MERRITT & WALCOTT, 69 Courtlandt Street, New York. 29 Front Levee, New Orleans.

COAL.

ANTHRACITE

AND

BITUMINOUS COALS

of all kinds.

QUINTARD & WARD,

11 Pine street, N. Y.

U. S. 10-40 BONDS.

These Bonds are issued under the Act of Congress of March 8th, 1864, which provides that all Bonds issued under this Act SHALL BE REDEEMED IN COIN, at the pleasure of the Government, at any period NOT LESS THAN TEN NOR MORE THAN FORTY YEARS from their date, and until their redemption FIVE PER CENT. INTEREST WILL BE PAID IN COIN, on Bonds of not over one hundred dollars annually and on all other Bonds semi-annually. The interest is payable on the first days of March and September in each year.

As these Bonds, by Act of Congress, are

Exempt from Municipal or State Taxation,

their value is increased from one to three per cent. per annum, according to the rate of tax levies in various parts of the country.

At the present rate of premium on gold they pay

Over Eight Per Cent. Interest

in currency, and are of equal convenience as a permanent or temporary investment.

It is believed that no securities offer so great inducements to lenders as the various descriptions of U. S. Bonds. In all other forms of indebtedness, the faith or ability of private parties or stock companies or separate communities only is pledged for payment, while for the debts of the United States the whole property of the country is holden to secure the payment of both principal and interest in coin.

These Bonds may be subscribed for in sums from $50 up to any magnitude, on the same terms, and are thus made equally available to the smallest lender and the largest capitalist. They can be converted into money at any moment, and the holder will have the benefit of the interest.

The Funded Debt of the United States on which interest is payable in gold, on the 3d day of March, 1864, was $762,985,000. The interest on this debt for the coming fiscal year will be $45,937,126, while the customs revenue in gold for the current fiscal year, ending June 30th, 1864, has been so far at the rate of over $100,000,000 per annum.

It will be seen that even the present gold revenues of the Government are largely in excess of the wants of the Treasury for the payment of gold interest, while the recent increase of the tariff will doubtless raise the annual receipts from customs on the same amount of importations, to $150,000,000 per annum.

The authorized amount of this loan is Two Hundred Million Dollars. Instructions to the National Banks acting as loan agents were not issued until March 28, but the amount of Bonds reported sold at the United States Treasury is over

$70,000,000.

Subscriptions will be received by the TREASURER OF THE UNITED STATES at Washington, and the ASSISTANT TREASURERS at New York, Boston and Philadelphia, and by the

First National Bank of New York, No. 4 Wall Street.
Second National Bank of New York, 23d St. & Broadway.
Third National Bank of New York, 5 Nassau street.
Fourth National Bank of New York, Pine Street.
Fifth National Bank of New York, 338 Third Ave.
Sixth National Bank of New York, 6th Ave. & Broadway.
Ninth National Bank of New York, 383 Broadway.
Tenth National Bank of New York, 240 Broadway.
New York National Exchange Bank, 184 Greenwich St.
Central National Bank of New York, 71 Duane street.

AND BY ALL NATIONAL BANKS

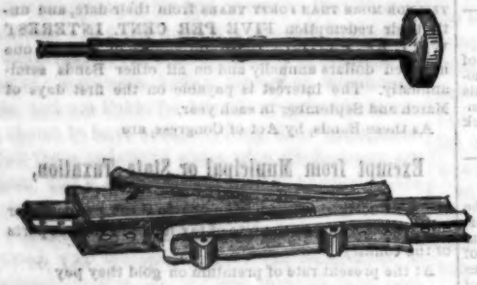
which are depositaries of Public money and all

RESPECTABLE BANKS AND BANKERS

throughout the country, (acting as agents of the Natio Depositary Banks,) will furnish further information application and

AFFORD EVERY FACILITY TO SUBSCRIBERS.

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

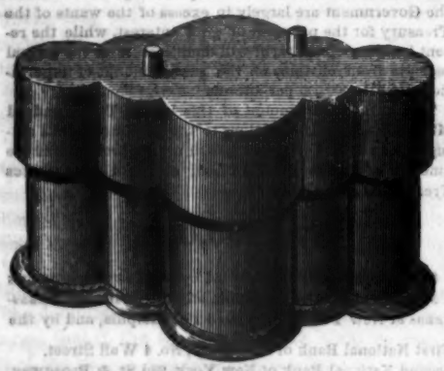
STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to **NAYLOR & CO.,**

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

UNION CAR SPRING

MANUFACTURING COMPANY.

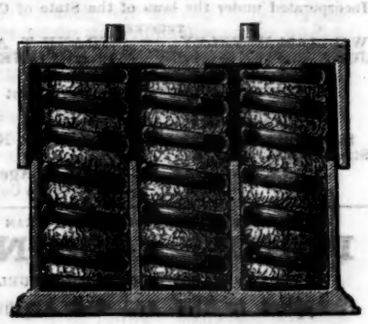


Office, 132 Broadway,

MANUFACTORY,

286 and 288 SEVENTH AVENUE,

NEW YORK.



CHARLES BUTLER,
President.

THOMAS BOND,
Treasurer.

JOHN HALDEMAN,
Superintendent.

MANUFACTURED solely by the "UNION CAR SPRING MANUFACTURING COMPANY."

This Spring is made by placing Steel Spiral Springs packed with wool in the inside only, in a casting with cylindrical apertures or cells just large enough to receive the filled spirals, with a cap or cover fitting over and outside the casting.

Size and capacity can be varied so as to give any amount of elasticity, or, any amount of carrying capacity.

These Springs have been examined by many of the leading railroad experts of the country and in every instance with unqualified approval.

Springs that were rudely made before our manufactory was in operation are running with a satisfactory success on important roads. A set of Freight Springs imperfectly made and tempered were placed by the Penn. Central under their heaviest Freight Locomotive tender on the mountain division of their road, and gave entire satisfaction. They placed another set on one of their Freight Cars, which with its load made a total weight of 32,000 pounds and still left a motion of half an inch.

Most Railroad experts agree in the opinion that they have no spring which meets their wants. One spring which has great softness, has almost as much lateral motion as vertical; is rigid in cold weather, and short lived. Another spring which has life, has so much rigidity as to wear the roadway and rolling stock as much or even more than the twisting which follows the combination of an excessive lateral and vertical motion. Springs of other combinations must be made rigid in order to preserve their component parts.

We believe we have succeeded in avoiding these objections and can offer a spring, which while it is elastic, will have great range of motion, with a direct vertical action, and durability.

Wool is one of the most indestructible of elastic substances, and has an elasticity which cannot be entirely exhausted with any weight which can be placed on a car, and yet, the back-bone of the Spring is the Steel Spirals.

The impossibility of exhausting with any usual load the column of wool in the spiral, prevents the Spirals coming home, and bringing steel against steel, which by causing crystallization, destroys the steel. The wool is packed in the coils by a powerful press, or it would be of no service.

Our springs are light in weight and easy of adaptation, as they can be placed where any other spring can be placed, and besides, they have that which is only acquired elsewhere by placing two or more springs together, viz: breadth of base.

We ask, when it is possible, an inspection of our works, as we feel convinced that an examination there will prove the superior merit of our Springs, and the perfection of our process.

We ask that you shall order one set, at least, and judge for yourself by personal test, and if you have bolsters under your tenders, make the test there, as it is the most severe.

The excellence of our Spring, its ease of adaptation, its meeting the great want expressed by railroad men that their freight cars should be carried by elastic springs both to save roadway, rolling stock, and *to carry freight in nearly as good order as it can be carried by water*, together with the *saving* in motive power by drawing a *lively* load instead of a *dead* load, will commend our Spring to your attention.